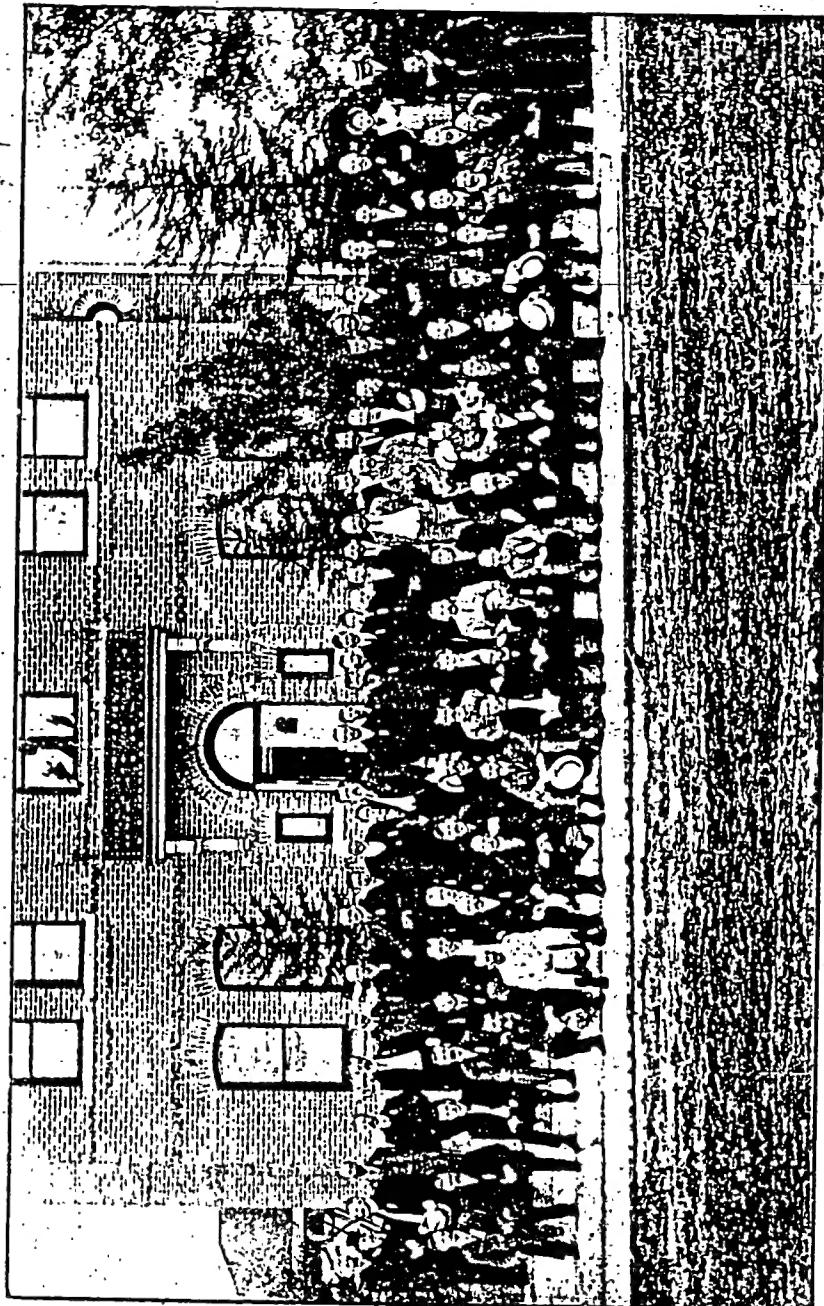
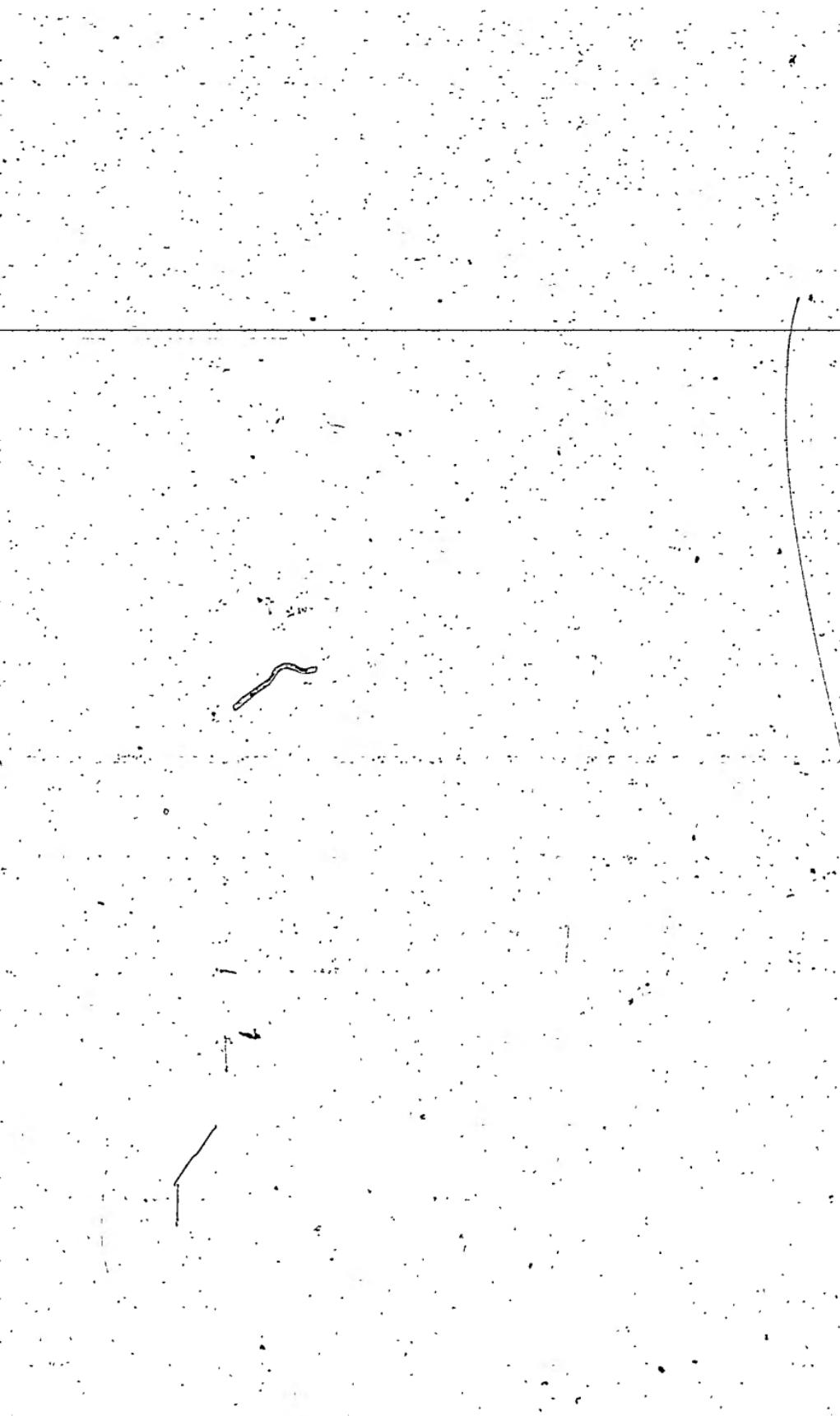


Boards of Trade

DELEGATES' ANNUAL CONVENTION, 1907.



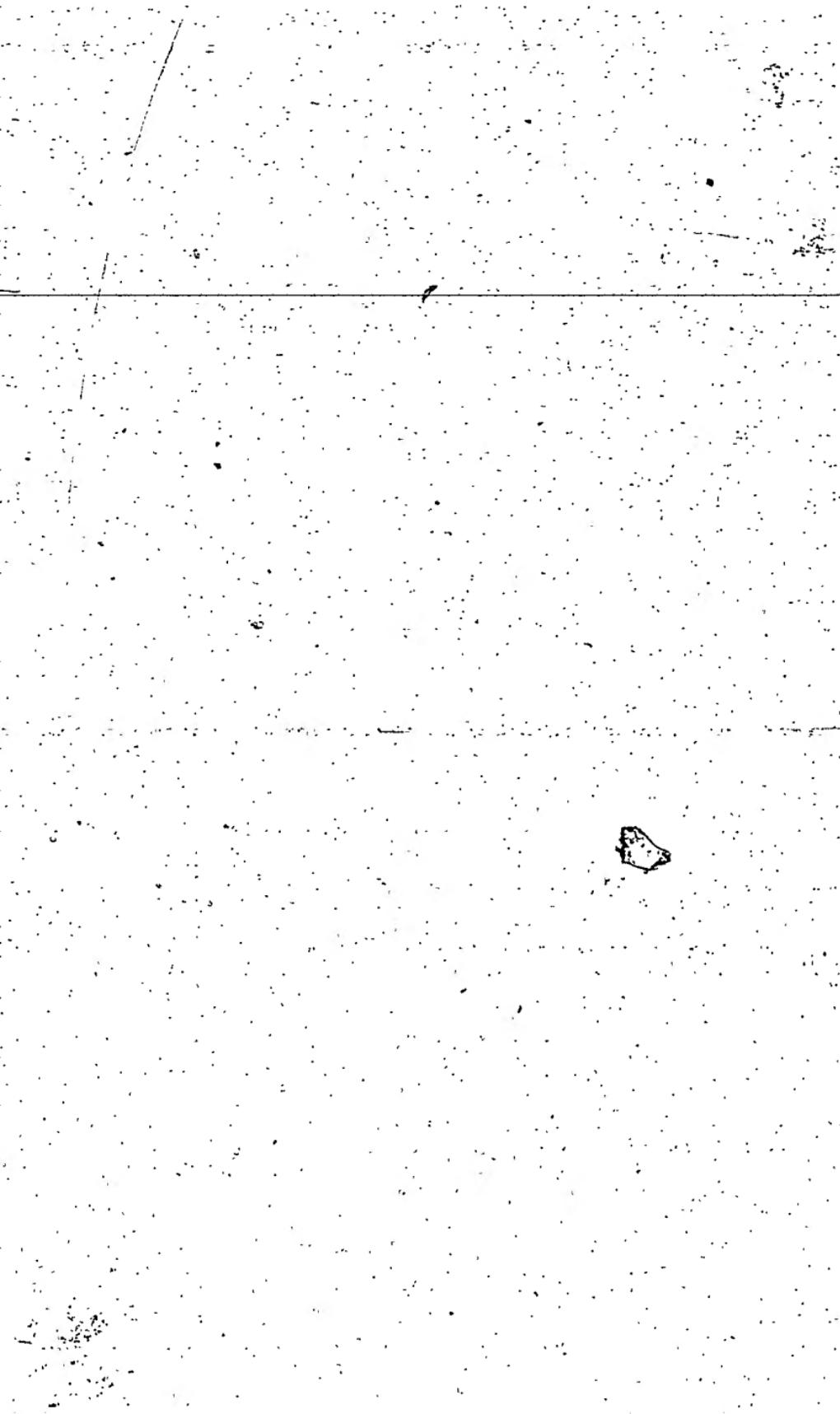


REPORT

**ASSOCIATED BOARDS OF
TRADE OF WESTERN
CANADA.**

FOURTH ANNUAL CONVENTION

**PRINCE ALBERT:
JUNE 18TH, 19TH AND 20TH,
1907.**



Associated Boards of Trade of Western Canada.

Secretary's Office, Prince Albert, Sask.

FEBRUARY 29TH, 1908.

P. McARA, Esq.,
President Associated Boards of Trade
of Western Canada.

SIR,—

I have the honor to present herewith the report of proceedings at the Fourth Annual Convention of the Associated Boards of Trade of Western Canada, held at Prince Albert on 18th, 19th and 20th of June, 1907:

In following the precedent established by secretaries of former conventions, copies of all resolutions adopted were submitted to the parties concerned, including members of the Federal Government, of the various Provincial Governments, the chief Canadian Railway Companies, the Board of Railway Commissioners and to such others as were thought to be interested in carrying out the suggestions of the convention.

In order that members of the Fifth Annual Convention may know the attitude of the various parties toward the matters submitted for their consideration, it has seemed wise to publish correspondence in connection with certain of the resolutions.

I have the honor to be, Sir,

Your obedient servant,

B. W. WALLACE, Secretary.

On March 22nd the following boards were notified of the Fourth Annual Convention and invited to send representatives to the same. Again on the 25th of April notifications were sent giving certain particulars as to resolutions, delegates, credentials, and transportation arrangements:

Arcola, Sask.
Alameda, Sask.
Battleford, Sask.
Balgonie, Sask.
Brandon, Man.
Calgary, Alta.
Cardston, Alta.

Caron, Sask.
Carnduff, Sask.
Coleridge, Sask.
Craik, Sask.
Dauphin, Man.
Davidson, Sask.
Edmonton, Alta.

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Estevan, Sask.	Oxbow, Sask.
Fernie, B.C.	Portage la Prairie, Man.
Fort Saskatchewan, Alta.	Prince Albert, Sask.
Gleichen, Alta.	Qu'Appelle, Sask.
Grenfell, Sask.	Rapid City, Man.
Hanley, Sask.	Raymond, Alta.
Heward, Sask.	Red Deer, Alta.
Indian Head, Sask.	Regina, Sask.
Innisfail, Alta.	Revelstoke, B.C.
Lacombe, Alta.	Rouleau, Sask.
Leduc, Alta.	Saltcoats, Sask.
Lethbridge, Alta.	Saskatoon, Sask.
Lloydminster, Sask.	Star City, Sask.
Lumsden, Sask.	Stettler, Alta.
McLeod, Alta.	Strathcona, Alta.
Maple Creek, Sask.	Sintaluta, Sask.
Medicine Hat, Alta.	Swan Lake, Man.
Melfort, Sask.	Swift Current, Sask.
Milestone, Sask.	Tisdale, Sask.
Moose Jaw, Sask.	Vegreville, Alta.
Moosomin, Sask.	Vermillion, Alta.
Nanton, Alta.	Wapella, Sask.
Neepawa, Man.	Weyburn, Sask.
Nelson, B.C.	Wetaskiwin, Alta.
North Battleford, Sask.	Winnipeg, Man.
O'Kanagan, B.C.	Yorkton, Sask.
Olds, Alta.	

The following is a list of the delegates present at the convention, and the boards they represented:

Balganion.....	C. C. Rigby.
Battleford.....	W. F. Brown, M.D.
Borden.....	J. Chapelle.
Calgary.....	A. E. Cross. R. J. Hutchings W. Pearce. T. S. J. Skinner.
Craik.....	E. G. Suehring.
Davidson.....	G. A. Scott. A. J. Robinson.
Edmonton.....	G. Stockland. F. T. Fisher. A. G. Harrison. K. W. McKenzie. J. W. Cunningham.

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Indian Head.....	W. L. Birnie. G. Thompson. W. R. Boyd.
Langham.....	F. E. Moore. J. J. Penner.
Leduc.....	C. E. A. Simonds. G. W. Gaetz.
Maple Creek.....	J. Dixon. H. C. Price.
Medicine Hat.....	C. S. Pringle. Mayor Cousins Hon. W. T. Finlay. J. T. Hall. R. J. Harlow.
Melfort.....	E. R. Jarvis. W. W. Ruttan.
Milestone.....	A. W. Garrett.
Moose Jaw.....	E. M. Saunders. W. B. Willoughby. Thos. Miller. R. U. Rorison. Hugh McKellar.
Moosomin.....	G. B. Murphy.
North Battleford.....	O. Johnson. J. T. Simpson. A. S. Houston. M. Brown. J. A. Gregory.
Prince Albert.....	J. E. Bradshaw. J. H. Wilson. Mayor Cook. D. W. Adam. Wm. Cowan.
Qu'Appelle	W. H. Hunter. A. D. Dixon.
Quill Lake	J. A. Oswald.
Raymond.....	J. F. Rivers, M.D.
Regina.....	A. G. Whitmore. H. C. Lawson. P. McAra. H. W. Laird. A. T. Hunter. J. L. Crawford.

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Red Deer.....	W. L. Ouimettp. M. A. Munroe.
Rosthern.....	J. Hackney.
Saskatoon.....	A. Turner. P. H. Currie. Jas. Clinskil. Jas. Leslie. H. E. Munroe.
Strathcona.....	Mayor Mills. Jas. Weir. L. L. Fuller, M.D.
Tisdale.....	F. Shannon. W. E. Moore. C. J. Lutes.
Wapella.....	H. C. Dawson. J. Kidd. E. S. Hingg.
Winnipeg.....	And. Strang. M. Carruthers.
Wolsley.....	A. D. Ferguson.

The following boards accepted invitation and sent in annual fees
but were not represented at the Convention:—

Cardston, Alta.	Rôleau, Sask.
Grenfell, Sask.	Vermillion, Alta.
Heward, Sask.	Weyburn, Sask.
McLeod, Alta.	

Invitations to be present and take part in the proceedings were
also sent to the following:—

- Hon. A. C. Rutherford, Premier of Alberta.
- Hon. W. H. Cushing, Minister of Public Works, Edmonton.
- Hon. C. W. Cross, Attorney General, Edmonton.
- Hon. W. T. Finlay, Minister of Agriculture, Edmonton.
- Hon. Walter Scott, Premier of Saskatchewan.
- Hon. J. A. Calder, Minister of Education, Regina.
- Hon. W. R. Motherwell, Minister of Agriculture, Regina.
- Hon. J. H. Lamont, Attorney General, Regina.
- Representatives of the Canadian Northern and the Canadian Pacific Railway Companies.

FOURTH ANNUAL CONVENTION, 1907.

PROCEEDINGS.

The convention met in the Court House on Central Avenue on June 18th, 19th, and 20th.

At 10 o'clock a.m. R. J. Hutchings, of Calgary, President, called the meeting to order and invited the following gentlemen to seats on the platform :—

- Mayor R. S. Cook and the Aldermen of Prince Albert.
- Hon. W. T. Finlay.
- Hon. T. O. Davis.
- F. Hedley Auld.
- S. J. Donaldson, M.P.P.
- Mr. Brownlee, Supt. C.P.R.
- J. E. Bradshaw, Pres. Prince Albert Board of Trade.

Mayor Cook then welcomed the delegates and other visitors to the city in the following address :

ADDRESS OF WELCOME.

MAYOR COOK.

On behalf of the citizens of Prince Albert I have much pleasure in extending to our guests a cordial welcome to our city, coupled with the freedom of our city. We trust your visit will be not only one of pleasure but one of much interest and significance in the development of the natural resources of the sister provinces. Matters of national import will be up for your consideration during your convention, among these the fuel question and better, easier and cheaper transportation. These are two of the leading subjects. The latter will solve the former, and nature has herself solved that problem for us by placing almost at our door a natural water-way and seaport in Hudson's Bay, in the opening of which we will stand two thousand miles nearer to the European markets than we are by present routes.

It is unnecessary for me to say to you what that means to a country which is already producing hundreds of millions of bushels of wheat for export. Of course there are opponents of this project who claim that the Bay is frozen up for six months in the year, but I venture to say that today two-thirds of the produce of the West has to find its way to a seaport through the Great Lakes and St. Lawrence Canal, and I am of opinion that this route is frozen up for at least five months of the year. Besides that the boats operating on that route are helplessly tied up during that time, whereas those on the Hudson's Bay route could be kept in service elsewhere.

I cordially welcome the members of this Convention and trust that their visit will be helpful and valuable to themselves as to us.

ASSOCIATED BOARDS OF TRADE OF WESTERN CANADA.

PRESIDENT'S REPLY.

PRESIDENT HUTCHINGS.

Mr. Mayor and Gentlemen of the City Council, Honorable Representatives of the Governments of Canada, Saskatchewan and Alberta, on behalf of the Associated Boards of Trade I thank you, sir, very much for your courteous welcome. I am sure every delegate appreciates the kind hospitality extended to him and I assure you that we are looking forward with the greatest pleasure and interest to seeing and learning more of the magnificent resources of this important part of the Province of Saskatchewan.

A number of us here see your city and district for the first time and I am sure that we will all be much pleased that we have taken the time to pay you this visit. I am sure all the deliberations of this body will be carried on and facilitated in every way and that splendid results will be the consequence.

COMMITTEE ON CREDENTIALS.

The following committee on credentials was then appointed:— Messrs. McKenzie, of Edmonton; Cousins, of Medicine Hat; Stockland, of Edmonton; Laird, of Regina; Saunders, of Moose Jaw, and Wallace, of Prince Albert.

This committee, after deliberation, reported that the delegates whose names appear on a preceding page are duly accredited and entitled to seats at the convention.

Moved by H. W. Laird, of Regina, and seconded by F. T. Fisher, of Edmonton, that the report of the committee on credentials be adopted.
—Carried.

PRESIDENT'S ADDRESS.

Address of the President, R. J. Hutchings, Calgary, to the Fourth Annual Boards of Trade Convention, held at Prince Albert, June 18th, 19th and 20th, 1907.

GENTLEMEN:—

In rising to present my annual address as retiring president of the fourth Convention of Associated Boards of Trade of Western Canada, I desire to express my gratitude to find so many delegates assembled here from the various portions of the great Canadian West. No doubt many who are present are here at considerable inconvenience, and the distance they have travelled will be a considerable tax on their time. However, you will all, no doubt, feel with me that the business for

FOURTH ANNUAL CONVENTION, 1907.

which we are assembled, fully justifies any time we are giving to the convention.

The Boards of Trade have now convened from practically the four corners of Saskatchewan and Alberta.

The three previous conventions have been held at Calgary, Regina and Edmonton which form three corners of a parallelogram; and this fourth convention being held at Prince Albert completes the square and besides, permits many of our delegates to see for the first time this progressive city, and the vast stretch of magnificent country which until recently has been hid away along the North Saskatchewan. It is therefore felt that the third convention made no mistake in deciding that the fourth convention should sit at Prince Albert.

At the last convention, held at Edmonton a year ago, it devolved upon me to refer to the loss our Association had sustained in the death of our President, the Hon. Thos. Tweed. On the present occasion it is my exceedingly painful duty to refer to the loss of still another much respected officer of the Association, Mr. Thos. Copeland, of Saskatoon, elected at last convention as 1st Vice-President. Those of you who were at the last two conventions, will have a well-defined recollection that there was no delegate present who took a greater interest in, or had sounder views on the subjects under discussion, who expressed his views more clearly or more forcibly, or whose voice was listened to with more respect, and interest than Mr. Copeland. You will readily admit, gentlemen, that the removal of Mr. Copeland is a grievous loss to our organization.

When delivering my last address I took occasion to congratulate you upon the marvellous development that was taking place in our country, and on the splendid crop prospects that then prevailed, and the prediction for a satisfactory crop was amply justified. The development to which I then referred has been greatly eclipsed by that which has since taken place and which is now going on. Settlers of the very best class are coming into the two provinces in numbers entirely unprecedented in the previous history of the West; and our cities, towns and villages are showing a percentage of growth probably never before equalled in any country at any period. Not only was the crop of 1906 much the largest ever harvested in Western Canada; but it is believed that the average yield per acre of the various grains was possibly the largest ever harvested in Western Canada or over any considerable area on this continent. I am glad to say that notwithstanding the abnormally late spring, prospects for the growing crop are equally good. In view of the fact that crop conditions over a very large portion of the continent and in parts of Europe have been so unsatis-

ASSOCIATED BOARDS OF TRADE OF WESTERN CANADA.

factory as to cause a marked advance in grain prices, it is possible that the crop of 1905 may be the most profitable that the Canadian West has yet produced.

At the last convention doubt was expressed by one of the delegates as to whether the discussions indulged in at our conventions and the passing of resolutions accomplished any actual results. If the passing of resolutions was the only result of these meetings, it is open to question whether results would be reached commensurate with the time and energy expended in organizing and carrying out our meetings. I am happy to be able to say, however, that I believe the existence of the Association has been amply justified by actual results attained.

Those of you who have carefully perused the report of the third annual convention, furnished you by the retiring secretary, are fully aware that the passing of the various resolutions by the convention was by no means the end of the matter. If you will begin at page twenty-three and follow the report through, you will see that every possible effort was made to give effect to the recommendations of the convention by letters, generally repeated, bringing each of the various matters discussed to the individual attention of everyone in a position to further the recommendations of the various resolutions. No one in a position of authority or influence was permitted to forget or overlook the points urged by the convention. Even in the case of those numerous resolutions in regard to which no direct results have yet been achieved, the attention of public men thus directed to needed reforms, can scarcely have failed to have assisted in preparing the way for positive action later on. I am happy to draw attention, however, to the fact that in regard to many of the subjects discussed at the last convention, positive and gratifying results have been already obtained. A few of these results are as follows:—

Alcohol for industrial purposes has been put on the free list by the Dominion Parliament.

The recommendations of the convention in regard to legislation respecting commercial law, and the simplification and cheapening of process for the collection of debt, has been complied with to a considerable extent in at least one of the Provinces.

In the matter of supporting public hospitals by public funds instead of by private charity, a distinct advance has been made in the education of the public on this subject, by the discussion started in our previous convention, and I am glad to see by the programme that this subject is again to come before this convention.

Much has already been done along the lines of last year's resolution number fourteen, presented by Calgary representatives, asking for

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government action to assist in obtaining and maintaining better markets for the products of Western farms. A grain commission appointed by the Dominion Government has gone exhaustively into the grain trade; and a joint provincial commission is now studying the cattle trade with a view to improving conditions.

Three previous conventions have affirmed the principle of Government ownership of telephones. It is not unreasonable to suppose that this has influenced the recent action of the Government of Alberta in inaugurating an extensive system of Government telephones.

The existence of the Associated Boards of Trade of Western Canada has been fully justified by the results actually accomplished in the one matter of reduction of passenger rates. That matter, introduced at the last convention by Regina delegates under resolution number twenty-eight, was kept before legislators, members of the Government, the railway commission and the press so insistently that it could not be overlooked or avoided; and eventually the Board of Railway Commissioners made an order reducing rates to a maximum of three cents per mile. In view of attempts in certain quarters to make political capital out of this action of the railway commission, the correspondence on pages seventy to eighty and page eighty-five of the report is interesting.

In the memoranda of resolutions to come before the present convention it is noticed that several of these are practically re-iterations of resolutions passed at the last or previous convention, the recommendations of which have not yet been adopted by the Government or other bodies concerned. I am glad to see these matters come before us again, as a principle which was good a year ago or two years ago, is still good, and we shall continue to urge it until adopted and acted upon. Many new subjects of the utmost importance to the country, and worthy of the most careful deliberation, are also on the programme.

Before closing my address, I desire particularly to express an appreciation of the splendid manner in which Mr. F. T. Fisher, of Edmonton, secretary of the last convention, handled the work devolving on him. He has not only carried out the ordinary work and important work of secretary of a convention, but has carefully followed up every resolution until results have already been attained or will shortly follow as the result of his splendid work, and I feel I am only expressing the views of every member present in congratulating Mr. Fisher.

In closing I trust that the present conference will be characterized by the same harmony and good feeling that has existed at past

ASSOCIATED BOARDS OF TRADE OF WESTERN CANADA.

conventions and that we who are fortunate enough to be present at this conference, will see results to fully justify our efforts, and that much pleasure and profit may accrue from the meeting of the fourth convention of the Associated Boards of Trade of Western Canada.

Respectfully submitted,

J. HUTCHINGS, (Calgary),
President.

At the close of the address P. McAra (Regina) moved, Wm. Cousins, (Medicine Hat) seconded, that a vote of thanks be tendered the President for his annual address.—Carried.

VOTE OF THANKS TO THE PRESIDENT.

MAYOR MCARA (Regina), in moving a vote of thanks to the President said:—

I think this convention should express its thanks to the President for the address we have just listened to. There are one or two matters touched upon which I feel personally interested in. One is the reference to perhaps one of the most striking figures we have had in the convention in the person of the late Mr. Copeland. We will miss the strong and kindly face and his thoroughness in furthering all the objects of the convention. He was a credit to Saskatoon. I think the convention is to be congratulated on the way in which the President has boiled down results and shown that the meetings of this convention are productive of results. He has brought it home to us that the resolutions we have discussed have brought forth fruit. I would re-iterate what he has said about Mr. Fisher and I hope that the work in time to come will fall into as able hands as Mr. Fisher's were and be productive of as large results.

Mr. MCKENZIE, (Edmonton), seconding the motion said:—

I would, in seconding the motion, endorse what Mr. McAra has said regarding Mr. Copeland and as to what Mr. Fisher has done for the Associated Boards. I think those who raised a question as to results at last convention must be thoroughly convinced that there have been results of a striking kind.

The resolution was put to the convention by Mr. McAra, and unanimously carried.

Moved by Hugh McKellar (Moose Jaw), seconded by D. Mills (Strathcona) that the Chairman's report be adopted.—Carried.

THE LATE T. COPELAND.

Moved by Hugh McKellar (Moose Jaw), seconded by H. W. Laird (Regina), that a committee composed of Messrs. McKenzie (Edmonton),

FOURTH ANNUAL CONVENTION, 1907.

Pearce (Calgary), Saunders (Moose Jaw), be appointed to draft a letter of condolence to Mrs. Copeland, the widow of our late First Vice-President, and report later.—Carried.

The following report was subsequently submitted by this committee :—

Prince Albert, Sask., June 18th, 1907.

To the Associated Boards of Trade of Western Canada :

Gentlemen.—Your special committee appointed to draft a suitable resolution referring to the death of our late First Vice-President, T. Copeland, Esq., of Saskatoon, beg to submit the following resolution and recommend that a copy be sent to the widow of the deceased.

All of which is respectfully submitted.

(Sgd.) E. M. SAUNDERS, Chairman.

W.M. PEARCE.

K. W. MCKENZIE.

RESOLUTION :—

That the delegates assembled at this Fourth Annual Convention of the Associated Boards of Trade of Western Canada beg to place on record their sincere regret upon the loss by death of our late Vice-President, Thos. Copeland, Esq., of Saskatoon, who was a conspicuous figure in the development of Western Canada for nearly a quarter of a century. Since the inauguration of this convention he had been a regular attendant at the annual meetings and always took an active part in their proceedings, helping by wise and sound arguments to advance the interests of this body.

Resolved further, that we extend to his family the heartfelt sympathy of this convention in the irreparable loss that they have sustained by his removal from their midst, and that a copy of this resolution be forwarded to his widow.

Moved by E. M. Saunders (Moose Jaw), seconded by J. Dixon (Maple Creek) that this report be adopted.—Carried by standing vote.

The President then announced that in order to facilitate matters, he had taken the liberty of asking, on the preceeding evening, the following gentlemen to act as a resolution committee : Messrs. Hall (Medicine Hat), McKellar (Moose Jaw), Fisher (Edmonton), McAra (Regina), Willoughby (Moose Jaw), Saunders (Moose Jaw), Wallace (Prince Albert), that this committee had carefully considered the resolutions which were submitted by the various Boards of Trade, and he now asked the convention to endorse his action.

Moved by Mayor Mills (Strathcona), seconded by W. R. Boyd (Indian Head), that the committee on resolutions stand as appointed by the president.

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This committee subsequently reported as follows:—We have carefully considered the forty-four resolutions submitted and, where a number were found to cover the same ground, certain ones were eliminated. Others which are closely related in purpose were grouped together with a consequent renumbering.

(Sgd.) P. McAra, Chairman.

W. Willoughby, Secretary.

Moved by W. B. Willoughby (Moose Jaw), seconded by E. M. Saunders (Moose Jaw) that the report of the committee on resolutions be adopted.—Carried...

The Secretary-Treasurer then presented the following report:—

Associated Boards of Trade of Western Canada.

Third Annual Convention, Held at Edmonton, June 13 & 14, 1907.

STATEMENT OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

Annual Fees From Boards of Trade at:

Maple Creek.....	\$ 10 00
Raymond and District.....	15 00
Calgary.....	25 00
Prince Albert.....	25 00
Stettler.....	10 00
Moose Jaw.....	25 00
Regina.....	25 00
Davidson.....	15 00
Macleod.....	10 00
Olds.....	10 00
Weyburn.....	15 00
Strathcona.....	25 00
Balgonia.....	10 00
Medicine Hat.....	20 00
North Battleford.....	20 00
Indian Head.....	25 00
Dauphin.....	25 00
Wetaskiwin.....	15 00
Lethbridge.....	25 00
Red Deer.....	10 00
Lacombe.....	10 00
Cardston.....	15 00
Saskatoon.....	25 00
Vegreville.....	15 00
Rouleau.....	15 00
Edmonton.....	25 00
Leduc.....	15 00
Melfort.....	15 00
<hr/>	
	\$495 00
Edmonton Board of Trade deficit.....	52 75
<hr/>	
	\$547 75

EXPENDITURES.

Printing Circulars, calling convention.....	\$ 3 00
" " enclosing resolutions.....	3 50
" " Copies of Resolutions.....	32 40
" " Revised Resolution.....	25 00
Printing Report.....	277 20
Cut of Delegates for Report.....	5 35
Postages.....	15 00
Rubber Stamp, Files and Record Book.....	2 95
Stationery.....	10 60
Cards, etc.....	4 00
Sundries and Exchange.....	2 15
Letter Heads and Envelopes.....	12 00
Caretaker for Hall at Convention.....	5 00
Hire of Furniture.....	10 00
Rent of Hall.....	40 00
Stenographer.....	20 00
Engrossing Resolution re Mr. Tweed.....	25 00
Framing same and Express Charges.....	4 60
R. J. Hutchings, expenses in connection Law Amendments Committee.....	50 00
	<u>\$547 75</u>

Audited and found correct.

(Sgd.) H. R. MOUNTFIELD, Auditor.

Moved by H. W. Laird (Regina). Seconded by W. Pearce (Calgary), that the report of the Secretary-Treasurer be adopted.—Carried.

The following officers were elected for the current year:—

President, P. McARA (Regina).

1st Vice-President, K. W. McKENZIE (Edmonton).

2nd Vice-President, WM. COUSINS (Medicine Hat).

Secretary-Treasurer, B. W. WALLACE (Prince Albert).

AGRICULTURAL COLLEGE.

1. RED DEER. Whereas, agriculture is the chief source of wealth of these provinces, as it is of the entire continent, and, whereas we have no agricultural colleges in the West for the scientific training of young men following this profession.

Therefore, be it resolved that this convention strongly urge upon the provincial governments the early establishment of well-equipped colleges of this character.

AMENDMENT OF JOINT STOCK COMPANIES' ACT.

2. REGINA. Whereas, it has become the practice of joint stock companies to increase their capital by issuing stock to shareholders at

ASSOCIATED BOARDS OF TRADE OF WESTERN CANADA.

par regardless of the prevailing market prices at which it may be selling, a premium of fifty to one hundred per cent., increasing thereby, in the case of companies operating public franchises, the burden to be borne by the public in the payment of tolls to cover interest or dividend charges.

Therefore, be it resolved that the provincial legislatures be requested to amend the Joint Stock Companies Act so that no company holding or operating a public franchise will be allowed to increase their capital stock, except such stock be sold on the open market or by public competition, and that such issue in any case shall be limited to the strict requirement of the company.

ANNUAL CONVENTION.

3. REGINA. Resolved, that hereafter the annual convention of the Associated Boards of Trade be held one week prior to the meeting of the legislature of the two provinces holding the first session in the year.

CHARTERING COMPANIES.

4. REGINA. Resolved, that in the granting of charters to companies seeking incorporation for the purpose of carrying on insurance business or any other business wherein the credit of the public is used, the legislature be asked to insert and enforce the following, among other conditions:—

1. The deposit of an amount in cash or approved securities with the provincial government before such charters be issued.
2. That where an unsafe proportion of such stock is held by parties residing outside of the province or without proper securities in the province, such deposit shall be proportionately increased.
3. That as the liabilities of such companies to the public increase, as revealed by their annual statements to the provincial government, the deposit of such companies should be proportionately increased.
4. That in no case may a fire insurance company insert in their policy any clause limiting their liability to any proportion of the face value of such policy except as provided in the ordinance to secure uniform conditions on policies of fire insurance, of 1903, of N.W.T.
5. That the securities to be authorized by the provincial government shall consist solely of Canadian securities, and that such securities shall be held and administered at the registered head office of the company, and, further, that such securities shall be submitted for inspection by and approval of the provincial government annually and at such other times as an inspection may be called for.

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COAL SUPPLY—COMMISSION TO INVESTIGATE.

5. **MOOSE JAW.** Whereas, the quantity of coal now consumed by farmers and citizens of cities, towns and villages in the provinces of Alberta, Saskatchewan and Manitoba has increased to such an extent that the cost of coal has become a serious burden,

And, whereas, the lightening of this burden is as important to citizens generally as is the lumber combine or beef combine.

And, whereas, commissions have been appointed by governments to investigate the conditions of the lumber trade and the cost of lumber, as well as the cost of beef,

Resolved, that the Dominion Government be petitioned to appoint immediately a special commission to investigate the whole matter of coal supply, mining, freight rates and the providing of an adequate supply of coal at important distributing points for times of emergency.

COAL MINES—GOVERNMENT OWNERSHIP AND OPERATION OF.

6. **INDIAN HEAD.** Resolved, that our delegates to the Boards of Trade Convention be instructed to endorse any reasonable measure of government ownership and operation of the coal mines.

FUEL—GOVERNMENT CONTROL OF.

7. **SASKATOON.** Viewing with alarm a possible recurrence of the coal famine which occurred last winter over the entire west, and in view of the influx of settlers into Saskatchewan and Alberta, and the rapid growth of important business centres with their thousands of inhabitants, this convention of Associated Boards of Trade respectfully urges the governments of the provinces of Saskatchewan and Alberta to take such steps as will effectually prevent a repetition of the suffering endured from lack of coal during the period referred to.

NATURAL GAS.

8. **MEDICINE HAT.** Waste of natural gas. Action should be taken to prevent this.

DELAY IN TRANSPORTING IMMIGRANTS.

9. **REGINA.** Whereas, incoming settlers are sometimes subjected to extended delays in transit caused by the failure of the railway companies to provide a proper and efficient means of transport to destination and thereby are put to inconvenience and expense in providing food and supplies for themselves and their live stock,

Therefore, be it resolved, that the Minister of the Interior be requested to publish in all Immigration Literature sent out by the

Interior Department such facts as may be necessary to inform such settlers regarding the rights to which they are entitled and which they may demand from the railway companies undertaking to transport them.

RAILWAY PASSENGER SERVICE—IMPROVEMENT OF.

10. MOOSE JAW. Whereas, the population of Saskatchewan and Alberta has increased enormously during the past few years and such increase has added greatly to the numbers that travel by rail,

And, whereas, sufficient first-class coaches are not provided to accommodate the travelling public,

Resolved, that the attention of the railway managers be directed to the conditions as viewed by the public with the request that proper accommodation be provided;

And, further resolved, that all first-class tickets issued, whether single or return, be good for journeys until completed, with stop-over privileges at any station where trains stop.

RAILWAYS—MORE EFFECTIVE GOVERNMENT CONTROL OF.

11. INDIAN HEAD. Resolved, that this Board recommends more effective control of the railways, even to the extent, if necessary, of adopting government ownership and operation.

TRANSPORTATION.

12. PRINCE ALBERT. Whereas, the railways of Canada, owned and operated by private companies, have come into existence largely through the generous subsidies, land grants and guarantees of bonds which have added largely to the debt and financial liabilities of the Dominion and its provinces,

And, whereas, the travelling public should not be at any disadvantage owing to the fact that the railways are owned and operated by several companies instead of one company,

And, whereas, the ramifications of the railways in many instances permit of different routes between one part of Canada and another,

And, whereas, the railway companies at present do not consider themselves compelled to issue single or return tickets between any two points except by such route as suits their wish or convenience,

Therefore, be it resolved that the proper authorities of the Dominion government be memorialized to enact such legislation as will enable and compel all railway companies to issue single or return

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tickets between points on the railway system of Canada at a uniform rate as to mileage and by such route as may suit the wish and convenience of the passenger paying for such transportation in advance.

TRANSPORTATION.

13. EDMONTON. Whereas, the development of Western Canada for several years past has been very much greater than the development of the transportation facilities therein,

And, whereas, the railroad companies seem to be utterly incapable of providing proper and reasonable transportation facilities for keeping pace with the growth of the western provinces,

And, whereas, great delay in the further opening up of the unsettled portions of the Territories and great consequent damages ensue to the western provinces thereby,

And, whereas, the result of the inadequate transportation facilities has been such during the past year that the crop of 1906 remained unsold by reason of the inability of the railway companies to forward the same to market, resulting in a great stringency in the money markets and consequent injury to business interests all over the country,

Therefore, in the opinion of the Associated Boards of Trade, the government of Canada should take prompt and effective measures to compel the railroads at present operating in Western Canada to provide greater transportation facilities, in order that the products of the country may be quickly moved to market, and that the travelling public may be accommodated and merchandise moved forward quickly to points of consignment.

NAVIGATION OF THE SASKATCHEWAN.

14. PRINCE ALBERT. Whereas, there is urgent need of the cheapest possible transportation between Alberta and Saskatchewan points for the interchange of natural products, etc.,

And, whereas, the great distance from Northwestern Alberta to the Atlantic coast reduces the net value of all its products marketed in or by way of the eastern provinces, and to a somewhat less degree the value of Saskatchewan products,

And, whereas, in other countries and in other parts of Canada transportation by water has proved to be much cheaper than by railway,

And, whereas, the North Saskatchewan river runs through the provinces of Alberta and Saskatchewan for a distance of about 1,000

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miles and was at one time the artery of transport for all the northern portions of those provinces,

And, whereas, it is believed that this great river might be made an extremely cheap transport route for six months of each year, by an expenditure of money, small in proportion to the great and lasting benefits which would accrue therefrom,

Therefore, be it resolved, that the proper authorities of the Dominion government be memorialized to take steps to fully prove the economic possibilities of the Saskatchewan river for purposes of navigation, by employing the most capable engineer obtainable with special training and known experience in such work, to survey the river from one hundred miles west of Edmonton to Lake Winnipeg, and to prepare plans, specifications and estimates of the improvements needed and their cost.

TRANSPORTATION VIA HUDSON'S BAY.

15. PRINCE ALBERT. That in the opinion of this convention the future prosperity of this great Western country, and of Canada as a whole, largely depends on cheap transportation, and that as the Hudson's Bay is the natural outlet, and in our opinion is a perfectly feasible route, the Dominion government be requested to build a road from some point on the North Saskatchewan River to Fort Churchill, as a national undertaking.

EXPRESS RATES.

16. MOOSEJAW. Whereas, with increased settlement there is increased consumption of all kinds of supplies in our province,

And, whereas, vast quantities of such supplies are to-day shipped by express, and it is too well known that the charges for such service are excessive,

Resolved, that this convention, representing vast interior provinces remote from centres from which supplies are shipped, protests against the continued high express rates and hereby requests that the Railway Commission take cognizance of these conditions and provide a remedy.

FREIGHT AND EXPRESS RATES.

17. PRINCE ALBERT. Whereas, the railways of Canada, owned and operated by companies, have, by subsidies, land grants and guarantee of bonds, added immensely to the debt of the Dominion and to the financial responsibilities both of the Dominion and of the several provinces,

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And, whereas, the railway system of Canada, although divided between several companies, furnishes connection between any one point on the system and any other point on the system,

And, wherens, each railway company charges a higher rate proportionately for carrying freight a short distance than a long distance.

And, whereas, for instance, the charge for carrying freight two hundred miles, half of which distance is over the line of one company and half over the line of another company, is much greater than the charge for carrying it the same gross distance over the line of one company only.

And, whereas, the railway companies carry freight at more favorable rates over lines known as main lines than over branch or feeding lines,

Therefore, be it resolved, that the Dominion government be memorialized to take such action as will prevent any portion of Canada being placed at a disadvantage with any other portion of Canada equally distant from the trade centres of Montreal, Toronto, Halifax, Winnipeg, Vancouver, etc., and that such legislation be enacted as will compel any two or more railway companies which have been assisted by bonuses, land grants or guarantees of bonds, to carry from any point on one of the lines to any point on another of the lines at a rate not higher than would be charged for the same gross distance over any one of the lines, and that the local mileage and other rates on all branch lines be the same as on the main line.

RECIPROCAL DEMURRAGE.

18. LEDUC. Wherens, serious loss and inconvenience to merchants farmers and others in Western Canada is being caused through numerous delays in the transportation of goods by the railways and the filling of orders for cars,

And, whereas, such evils seem to be on the increase,

And, whereas, the law at present in force permits railway companies to collect demurrage on all cars not loaded or unloaded and storage on goods not removed from railway freight sheds within a specified time.

And, whereas, no compensation is given to merchants or shippers ordering cars and not receiving them within a reasonable time,

Therefore, be it resolved that this convention of Boards of Trade is strongly in favor of the enactment by the Dominion Parliament of such

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legislation as will provide for the payment of demurrage by railway companies in the following cases:—

(1) The non delivery at the point of destination within a limited time after the receipt of goods at the point of shipment. The period of transportation being based on the mileage traversed, say at the rate of fifty miles per day of twenty-four hours.

(2) The failure to supply cars required by shippers within a reasonable time, say three days after a request in writing,

And further resolved, that railway companies be compelled to provide for loading and forwarding all goods within twenty-four hours after delivery to them.

REDUCTION IN PRICE OF LUMBER.

19. MOOSE JAW. Whereas, the commission appointed by the Dominion government to investigate the reported lumber combine has reported that a combine does exist,

And, whereas, the price of lumber is still increasing,

And, whereas, the present price of lumber is prohibiting the necessary building operations in our provinces and presses heavily upon homesteaders and new settlers.

Resolved; that the Dominion government be memorialized to promptly take such action as will give a measure of relief to settlers from the present excessive cost of lumber.

TELEGRAPH SERVICE.

20. EDMONTON. Whereas, the telegraph service in the provinces of Alberta and Saskatchewan has heretofore been largely in the hands of the railway companies,

And, whereas, the railway companies have so administered such service that the commercial telegraph service has been compelled to take second place to the railway's private business,

And, whereas, such service has been entirely unsatisfactory to the mercantile interests,

And, whereas the rates have been very much greater than rates charged in the older settled provinces, notwithstanding the fact that railway companies have, in respect of such telegraph service, had practically a monopoly in respect thereof and have had greater proportionate returns therefrom than in the older settled provinces,

Therefore, in the opinion of this convention, it is highly desirable that the government of Canada should take such steps as will result in giving a better and cheaper telegraph service to these provinces, and to that end it is recommended that the government itself should perfect and extend its telegraph service, now extending as far west as Edmonton, and that the telegraph companies be compelled to provide commercial wires whereon no business whatever of the railway shall be transacted; and in respect of which telegraph operators shall be compelled to immediately forward all messages received for that purpose.

TELEPHONE SYSTEM AND RATES.

21. MEDICINE HAT. Telephone system and rates. Including municipal and corporate control and management.

FIRE INSURANCE.

22. EDMONTON. Whereas, it has been felt in the mercantile interest in Western Canada that the rates, for fire insurance were unreasonably high and that fire insurance companies have, in order to recoup themselves for losses sustained elsewhere, maintained and propose to maintain such rates as are an unreasonably high figure,

And, whereas, the government of New Zealand has inaugurated and has in operation a system of government control of fire and life insurance which has worked greatly to the advantage of that country,

Therefore, in the opinion of this convention, it is desirable that an investigation should be made by the provincial governments of the advantages surrounding the operation of government insurance.

HAIL INSURANCE.

23. EDMONTON. Whereas, the government of the Territories for some years established and carried on a system of hail insurance that proved of very great benefit to the farming community,

And, whereas, the organization of the same was not carried out by the government of the province of Alberta since provincial status was established,

And, whereas, it is in the interests of the farming community at large that such insurance should be established and continued;

Therefore, in the opinion of this convention, the government is respectfully requested to re-organize a system of hail insurance such as that in vogue under the Territorial Government.

FLAG STATIONS.

24. EDMONTON. Whereas, it has been the practice of the railway companies in the West to place along the lines of railways numerous stations at which no agent is maintained, as well as flag stations, properly so called,

And, whereas, at many of these points villages have grown up and become business centres, so that shipment of merchandise of various kinds to such flag stations is an inevitable necessity,

And, whereas, the railway companies have refused and neglected to put in regular agents at such towns and have, in consequence, compelled prepayment of all freights consigned to such flag stations and refused all liability for damage in respect of the loss or non-receipt of goods so consigned,

And, whereas, in almost no instance is it impossible for the railway companies to secure at a cost no greater than the situation amply justifies, an agent to take charge of and handle such business in adequate and proper fashion,

And, whereas, the result and benefit to the public at large would be very great, and it is believed that the benefit of the railway companies would fairly and reasonably be such as to justify the appointments of agents at every flag station,

Therefore, this Convention would call the attention of the government and of the Railway Commission to the necessity of investigating conditions in this respect, and for taking such steps as will compel the railway companies to provide every station along the line with a proper and suitable agent for the purpose of transacting business of the company centering at such points.

FUEL AND LABOR.

25. EDMONTON. Whereas, during the winter of 1906-07, great hardships were experienced throughout the provinces of Manitoba, Alberta and Saskatchewan by reason of the inadequate supply of coal,

And, whereas, there exists in the provinces of Alberta and Saskatchewan numerous deposits of coal, which are easily worked and to which the railways extend,

And, whereas, notwithstanding the fact that very high wages are paid to miners and others required in the production of coal and relatively high prices are charged by the railways for transporting the same, the output and transportation of coal was undoubtedly limited so as to result in hardship to an unreasonable extent,

And, whereas, a dearth of skilled labor exists in almost all trades in these new provinces,

Therefore, be it resolved, that the Dominion and Provincial governments be respectfully requested:—

(1). To take such full and adequate steps as shall be necessary to provide for an extensive immigration of skilled and other labor.

(2). That the operation of legislation providing against strikes and for the adjustment of difficulties between employers and laborers be administered with a strong hand, so as to prevent the great injury to the progress of the country that is now occasioned by the excessive cost of labor and the excessive damages occasioned by strikes.

(3). That the railway companies be compelled under strong penalties to provide adequate transportation facilities in order that a sufficient supply of fuel shall be maintained everywhere along the lines of railway in the western provinces.

GOOD ROADS.

26. EDMONTON. Whereas, good roads for the ordinary vehicular traffic of the country are of the utmost importance and have at all times in the past been of the most vital importance to the interests of the country at large,

And, whereas, in the opening up of new territory the construction of good roads on proper lines is, from the point of view of ultimate economy, of greatest importance,

Therefore, to promote the welfare of the country at large, this convention would recommend:—

(1). That a full and careful enquiry be made as to the best methods of constructing roads, applicable to the several sections of country,

(2). That a comprehensive plan of road-making be laid down by the government which shall be observed in all work to be undertaken either by the government or by the local improvement districts.

(3). That complete plans thereof be made and each local improvement district be furnished with the plans and specifications required in the carrying out of a general good roads undertaking on the part of the provinces.

(4). That a good roads commissioner be appointed to oversee the actual construction and in particular to superintend the expenditure made in this behalf by the local improvement districts, and that a less costly administration of local improvement districts be provided.

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(5). That in addition to, or in conjunction with, the roads furnished by the regular system of surveys adopted pursuant to the Dominion Lands Act, main roads passing through the country and affording a direct roadway between important centres, be maintained and improved.

(6). That in addition to the foregoing, roadways for the beautification of the provinces and for scenic beauty be laid out, reference being had to the advantages of the larger rivers and mountain driveways, with the ultimate intention of procuring roadways which shall be of advantage to tourists and others who may use the motor conveyances now coming into such general use and who would be enabled thereby to take the benefit of the natural and other parks now being set apart for the public enjoyment.

HOSPITALS.

27. MOOSEJAW. Whereas, it is in the best interests of the people of the provinces of Saskatchewan and Alberta that general hospitals of the highest standing and efficiency be established and maintained at the principal commercial and industrial centres in the provinces,

And, whereas, the hospitals that have been established by popular subscription are now heavily in debt on building account and have not been able to keep pace with the great growth and growing needs of the provinces;

And, whereas, the cost of building these hospitals falls heavily upon those few who are charitably disposed, while the masses who reap the benefit contribute but little,

And, whereas, the building and maintenance of general hospitals by towns and cities as municipal undertakings would not be equitable.

Therefore, be it resolved, that the governments of the provinces of Saskatchewan and Alberta be memorialized to introduce at the next session a system of grants for the building and equipping of general hospitals, such system to provide: (a) That where any town or city has already undertaken or will undertake the erection and maintenance of a general hospital as a municipal undertaking, the government will contribute fifty per cent. of the cost thereof, such building and equipment to be subject to the approval of the Lieut.-Governor in Council; (b) that the municipal laws be amended to allow the issue of municipal debentures to cover the amount required to pay up to 50 per cent. of the cost to be borne by the municipality; (c) that the conduct and management of such hospitals be subject to government regulation and

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inspection; (d) that the system of grants for maintenance be continued and given upon conditions that the hospitals are conducted in accordance with the above provisions.

HOSPITALS SUPPORTED BY PUBLIC FUNDS.

28. CALGARY. Whereas, it is of the greatest importance that public general hospitals be erected and maintained in the highest efficiency at all the leading centres throughout the provinces:

Therefore, be it resolved that, in the opinion of this convention of the Boards of Trade of Western Canada, it is advisable that all local improvement districts or municipalities be given the option of levying and collecting a special hospital rate, not exceeding one per cent per acre, the proceeds of such tax rate to be granted to any hospital or hospitals, as the council of the municipality or local improvement district levying such rate may direct.

LIVE STOCK MARKETS.

29. CALGARY. Whereas, it is advisable and in the interests of the live stock stock producers and meat consumers of Canada that independent live stock markets be established in Canada, where stock men will be assured that in consigning all classes of stock they will be sold in the open market quite independent of any one set of buyers.

Therefore, be it resolved, that this convention of Associated Boards of Trade urgently requests the Canadian Government, the Inter-Provincial Beef Commission, the various Canadian railroads to carefully enquire into the matter of establishing by subsidy or otherwise two independent live stock markets in Canada, one in the East and one in the West.

MUNICIPALITIES INSTEAD OF LOCAL IMPROVEMENT DISTRICTS.

30. SASKATOON. Whereas, the settlement of the provinces of Saskatchewan and Alberta has proceeded with such unexampled and gratifying rapidity that the powers and functions entrusted to local improvement districts are found inadequate to the wants of the people,

Therefore, this Convention of Associated Boards of Trade respectfully urges upon the respective governments of Saskatchewan and Alberta that the better settled portions of the provinces referred to be divided into municipalities with full or modified municipal powers.

MUNICIPAL YEAR.

31. WAPELLA. Whereas, the present date for the holding of municipal elections and for the closing of the municipal year falls at a season when those business men whom it is most desirable should give their attention to public affairs, are too busy to give public matters adequate attention, and in consequence many men whose services might be of value to the public are deterred from entering municipal public life,

Therefore, be it resolved, that the governments of these provinces be asked to pass such legislation as would make the municipal year commence not earlier than the first of February.

POSTAL AND MAIL SERVICE.

32. EDMONTON. Whereas, the postal and mail service in the new and rapidly settling portions of the provinces of Alberta and Saskatchewan has not been adequate to the requirements of the public,

And, whereas, the administration of such service upon the basis of making the same revenue-producing may be highly desirable in respect to an old and well-settled country but is, nevertheless, highly detrimental to the opening up and settlement of new territory,

Therefore, the government of Canada is respectfully requested to provide more adequate postal and mail service throughout new portions of the West in the course of settlement, without having regard in every instance that the same should be self-sustaining.

POSTAL AND TELEGRAPH SERVICE.

33. MEDICINE HAT. Unsatisfactory postal facilities. Unsatisfactory telegraph service. How can they be improved?

REDEMPTION OF BANK NOTES.

34. CALGARY. Resolved that the Dominion Government be asked to nominate, in each of the new provinces, a point of redemption for the notes of the Canadian chartered banks, and to appoint deputies of the Receiver General to reside at such points, so that Saskatchewan and Alberta may be placed on the same footing as the other provinces of the Dominion in this respect.

REFORESTRATION.

35. EDMONTON. Whereas, to a large extent the provinces of Manitoba, Saskatchewan and Alberta are comprised of prairies largely devoid of building timber,

And, whereas, in the settlement and development of such territory an enormous quantity of lumber is necessarily required,

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And, whereas, the prices of that lumber which have been prevailing for the last several years have been an indication of the great value of the timber areas,

And, whereas, along the eastern slope of the Rocky Mountains and elsewhere throughout the said provinces there is a very great area of land that would be more valuable for the cultivation of timber than for any other purpose, especially having in view the very great area of arable land elsewhere situated in the said provinces,

And, whereas, in this timber area it is found that the growth of jack pine, spruce and other merchantable trees is exceedingly rapid where timber is protected from fire,

And, whereas, much of this territory is interspersed with rivers and creeks which with proper use would form a natural protection against fire,

And, whereas, in the absence of protection against forest fires in the past, an enormous area has been completely denuded of exceedingly valuable timber naturally growing thereon,

And, whereas, the expense of providing fire rangers who could adequately protect the said areas from fire would be comparatively small and would be absolutely trifling in comparison to the timber that would be secured by such protection,

And, whereas, the climatic benefits to be obtained by reason of forests is of very great value,

Therefore, in the opinion of this convention, it is highly essential that some concerted action should be taken for the reforestation of tracts of land suitable or expedient to be used, and it is therefore recommended,

1. That roadways should be cut out at regular and convenient distances throughout such timber area,
2. That during the spring and fall at least an active and adequate corps of fire rangers should be provided, whose duty it should be to patrol incessantly the timber areas to prevent forest fires.
3. That in addition to the natural reforestation of such areas, active steps should be taken to promote the extension of timber therein.

SUB-POSTS OF ENTRY.

36. RED DEER. Resolved, that this convention petition the federal government to establish sub-posts of entry throughout the provinces of Alberta and Saskatchewan in order to facilitate with despatch the handling of customs business.

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SPECIAL GRADE FOR ALBERTA OATS.

37. CALGARY. Whereas, there are special features which are characteristic of Alberta-grown oats, as against oats grown in other parts of the Dominion of Canada.

And, whereas, the present grading of oats is not satisfactory to Alberta producers,

Therefore, be it resolved, that the Dominion Government be asked to provide a grade for Alberta oats.

TOWN SITES.

38. EDMONTON. Whereas, at the present time large areas of land are being sub-divided into town sites, and a large number of new townsites formed.

And, whereas, the benefit that is received by the private individual is such as to justify a reasonable protection to the public in respect thereof,

And, whereas, it is, in the opinion of this convention, reasonable and fair that such should be done,

Therefore, it is recommended as follows:

1. That no such division for the purposes of a town site should be permitted unless the location of such town site is in respect of the area of land, most suitable therefor in the particular locality.
2. That the sub-division should be such as to most readily lend itself to the proper and sanitary draining of the town site area.
3. That streets and lanes of ample width should be provided.
4. That parks and squares for schools and public buildings should be dedicated for the public use.
5. That such portion of the area involved as most readily lends itself thereto should be reserved and set apart for parks, and in particular that ravines or water frontage should be preserved therefor.

ASSOCIATED BOARDS OF TRADE—ADVISABILITY OF
SEPARATE FOR THE TWO PROVINCES.

39. CALGARY. Whereas, there are many conditions peculiar only to one of the provinces of Alberta or Saskatchewan which it is difficult to deal with at a joint Boards of Trade Convention,

And, whereas, in holding a joint conference the distance which must necessarily be travelled by the various representatives of the two provinces is necessarily so great that adequate representation is very seriously interfered with,

Therefore, be it resolved, that it is the opinion of this convention that it is advisable that an Annual Associated Boards of Trade Convention be held separately in the two provinces.

The following report from the Alberta members of the Law Amendment Committee was presented:

REPORT OF THE ALBERTA MEMBERS OF THE LAW AMENDMENTS COMMITTEE TO THE FOURTH ANNUAL CONVENTION OF THE ASSOCIATED BOARDS OF TRADE.

Your committee arranged two interviews with the members of the Alberta Government for the purpose of laying before them recommendations in regard to changes in commercial legislation in accordance with the recommendations of your committee of 1905 and 1906.

Your committee met with a very favorable reception from the members of the government and the suggestions made received the most careful consideration and the main features were approved of by the government. Owing to the shortness of time and the very heavy amount of work before the legislature, it was not found practicable to give effect at the last session to all the suggestions made, but one of the most important features, namely, an Assignment Act, practically along the lines suggested by your committee was placed before the Alberta Legislature and has become law.

Your committee received assurance that the further recommendations placed before the Alberta Government would receive careful consideration and would be put into effect as far as possible as soon as circumstances permit.

Moved by R. J. HUTCHINGS (Calgary), seconded by K. W. MCKENZIE (Edmonton), that this report be adopted.—Carried.

FOLLOWING IS THE RESULT OF THE CONSIDERATION BY THE FOURTH ANNUAL CONVENTION OF THE VARIOUS RESOLUTIONS CHOSEN BY THE SELECT COMMITTEE AND SUBMITTED TO THE CONVENTION.

RESOLUTION No. 1. AGRICULTURAL COLLEGE.

Moved by W. L. OUIMETTE (Red Deer), seconded by K. W. MCKENZIE (Edmonton):

Whereas, agriculture is the chief source of wealth of these provinces, as it is of the entire continent, and, whereas we have no agricultural college in the West for the scientific training of young men following this profession.

Therefore, be it resolved that this convention strongly urge upon the provincial governments the early establishment of well-equipped colleges of this character.

In discussing this resolution it was pointed out that agriculture being now in this country and destined to be for many years the greatest source of wealth, both scientific and practical training such as could be obtained by the establishment of a farm as well as an agricultural college is absolutely necessary to the proper development of Western Canada. Professional men are very carefully trained, farmers, the true wealth producers, should be more carefully trained. The resolution was carried unanimously and copies were sent to the Governments of both Saskatchewan and Alberta.

RESOLUTION NO. 2.

AMENDMENT OF JOINT STOCK COMPANIES' ACT.

Moved by H. W. LAIRD (Regina), seconded by A. T. HUNTER (Regina).

Whereas, it has become the practice of joint stock companies to increase their capital by issuing stock to shareholders at par regardless of the prevailing market prices at which it may be selling, a premium of fifty to one hundred per cent., increasing thereby, in the case of companies operating public franchises, the burden to be borne by the public in the payment of tolls to cover interest or dividend charges.

Therefore, be it resolved, that the principal legislatures be requested to amend the Joint Stock Companies' Act so that no company holding or operating a public franchise will be allowed to increase their capital stock, except such stock be sold on the open market or by public competition, and that such issue in any case shall be limited to the strict requirement of the company.

Mr. Laird, in introducing this resolution, said that it was thought some action along this line was necessary and was forced by the present conditions, which, though not so apparent in the new provinces as in the older provinces of Canada, are apparent enough to make it

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seem expedient that while new companies are being formed they should be formed along right lines. The resolution is a direct blow at the practice of watering stock, and is confined to companies operating public franchises. The precedent is found in the action of the Dominion Government in conditioning the terms some time ago upon which the C.P.R. was allowed to increase its common stock. An illustration of the necessity for action was seen in the city of Toronto in connection with the issue of stock by the General Electric Company. The issue asked for was beyond the requirements of the company, and the citizens felt that if this issue were allowed, it would be detrimental to the interests of the patrons of the company. The Ontario Government moved along lines similar to that called for in this resolution. The resolution makes two provisions. First, it limits stock to the strict necessities of the company. Second, it provides that such stock shall be sold by open sale or public competition. He considered that the kernel of the resolution. Taking for example recent C.P.R. issues of stock. They have increased their stock to over \$120,000,000. They have made two issues in the last two years. First, providing for the difference of twenty million dollars, and every person who held five shares of the old stock was allowed to buy one share of the new at par. The old stock was worth about \$170, the new stock soon became worth from \$140 to \$150. The difference between the value of the old and the new went into the pockets of the shareholders not into the company for the purpose for which it was required, and the public are paying dividends on \$20,000,000 more capital. This resolution was in some respects along the line of public ownership or municipal ownership. Mr. A. E. Cross, Calgary, asked where the mover would draw the distinction between public and private companies. Mr. Laird replied that he considered a public company one operating under a franchise from the municipality or a government, to supply public requirements. Mr. Pearce (Calgary) raised a question of the company wishing to increase their stock and not being able to sell it at par. He did not see why anyone should not water stock so long as the people who buy know how much water has been put in. Mr. Hutchings (Calgary) agreed with Mr. Pearce. He thought there should be some legislation to prevent companies watering stock without a statement as to how much is obtained for promotion and how much for other purposes. Mr. Fisher pointed out that the resolution is desired for the protection of the public, rather than the investor.

The resolution was carried and submitted to the governments of Alberta and Saskatchewan. Promises were received that these governments would carefully consider the same at the next meeting of the legislature.

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RESOLUTION NO. 3. ANNUAL CONVENTION.

Moved by A. T. HUNTER (Regina), seconded by A. E. WHITMORE (Regina).

Resolved, that hereafter the Annual Convention of the Associated Boards of Trade be held one week prior to the meeting of the legislature of the two provinces holding the first session in the year.

Mr. Hunter in moving the resolution pointed out that the work was not done when the convention closed, that the resolutions are of no value unless properly placed, and holding the convention about a week before the legislature meets would ensure the matter not being forgotten but looked after in the proper way. Mr. Fisher (Edmonton) pointed out the impossibility of getting anything before the ministers during the two weeks before the legislature meets. The resolution was lost.

President McAra then vacated the chair in order to move resolution number four and Vice-President McKenzie took charge of the meeting.

RESOLUTION NO. 4. CHARTERING COMPANIES.

Moved by P. McAra (Regina), seconded by JAMES WEIR (Strathcona).

Resolved, that in the granting of charters to companies seeking incorporation for the purpose of carrying on insurance business or any other business wherein the credit of the public is used, the legislature be asked to insert and enforce the following, among other conditions.—

1. The deposit of an amount of cash or approved securities with the provincial government before such charters be issued.

2. That where an unsafe proportion of such stock is held by parties residing outside of the province or without any proper securities in the province, such deposit shall be proportionately increased.

3. That as the liabilities of such companies to the public increase, as revealed by their annual statements to the provincial government, the deposit of such companies should be proportionately increased.

4. That in no case may a fire insurance company insert in their policy any clause limiting their liability to any proportion of the

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face value of such policy except as provided in the ordinance to secure uniform conditions on policies of fire insurance, of 1903, of N.W.T. .

5. That the securities to be authorized by the provincial government shall consist solely of Canadian securities, and that such securities shall be held and administered at the registered head office of the company, and, further, that such securities shall be submitted for inspection by and approval of the provincial government annually and at such other times as an inspection may be called for.

President McAra, in moving the resolution, pointed out that we are dealing with companies who deal upon public credit. Where people use their own money, we have no right to interfere, but where the credit of the public is used there should be some control. In every case before charters are issued an amount in cash or approved securities should be deposited with the provincial government to be increased in proportion as stock is held by parties residing outside the province. The speaker emphasized the necessity of providing that the deposits of all companies should be increased proportionately to the increase of their liabilities to the public and that their annual statement should give more detail than is customary. Clause 5 of the resolution is as important a clause as there is in it. I know of at least one instance where the revenues of a particular company after deducting the annual operating expenses of the office and franchise, are sent out of the country altogether. This condition should not exist. It exists in Manitoba, and it existed in California, and after the San Francisco earthquake some who lost in that catastrophe had to follow the insurance companies to the Old Country to get their money.

Mr. Crawford (Red Deer) moved that the resolution be considered clause by clause. Mr. Saunders (Moose Jaw) seconded the motion.

Mr. Weir (Strathcona) thought insurance was not a question of public credit. Mr. McAra instanced the fire insurance company capitalized at \$100,000 with \$30,000 subscribed and 10 per cent. paid up. They are taking the credit of the public for the balance and the funds of the public in premiums and are doing business on that. Mr. Pearce thought as we were going to the provincial government we should refer to fire insurance only. The Dominion Government looks after the management of life assurance. Mr. Bradshaw (Prince Albert) thought that as the provincial government issues licenses to assurance companies that they will have the right to regulate. President McAra asked leave to strike out the words "or in any other business" and

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moved that with this exception the preamble stand. This was seconded by Mr. Cousins (Medicine Hat). The motion to strike out "or any other business" was lost. It was moved by Mr. Cousins (Medicine Hat), seconded by Mr. Bradshaw (Prince Albert), that the preamble stand as originally drafted. After considerable discussion the motion was carried and clause 1 was adopted. In discussing clause 2 Mr. Cross (Calgary) thought that it would have a tendency to prevent capital coming into this country. Mr. McAra pointed out that clause 5 provides for Canadian security. This clause was adopted. Clause 3 was agreed to without discussion. Mr. Bradshaw asked what condition was referred to in clause 4. Mr. McAra replied it referred to limiting the damages payable to two thirds the amount of the insurance. This clause was adopted. Mr. McAra moved the adoption of clause 5 with the addition of the words "British and" before Canadian securities. Mr. Pearce (Calgary) suggested that we say "authorized British securities."

After considerable discussion the amendment to strike out the words "restricting the securities" to "Canadian securities" was carried and the clause adopted in the following form:

That the securities to be authorized by the provincial government shall be submitted for inspection and for approval by the provincial government annually and at such other times as the inspection may be called for.

The resolution as amended was adopted. This resolution was submitted to the governments of Saskatchewan and Alberta, and duly acknowledged with promises that it would receive the careful consideration of the government.

RESOLUTION NO. 5.

COAL SUPPLY—COMMISSION TO INVESTIGATE.

Moved by H. McKELLAR (Moose Jaw), seconded by A. TURNER (Saskatoon).

Whereas, the quantity of coal now consumed by farmers and citizens of cities, towns and villages in the provinces of Saskatchewan and Manitoba has increased to such an extent that the cost of coal has become a serious burden.

And, whereas, the lightening of this burden is as important to citizens generally as is the lumber combine or beef combine.

And, whereas, commissions have been appointed by governments to investigate the conditions of the lumber trade and the cost of lumber, as well as the cost of beef.

Resolved, that the Dominion Government be petitioned to appoint immediately a special commission to investigate the whole matter of coal supply, mining, freight rates and the providing of adequate supply of coal at important distributing points for times of emergency.

In speaking to this resolution Mr. McKellar said that since submitting this resolution he noticed a despatch from Nelson, B.C., that the Dominion Government had appointed a gentleman to collect reliable data as to the coal mining industries in Manitoba, Alberta, Saskatchewan and British Columbia, and in addition the government of Alberta was collecting information. No doubt everyone has thought of the matter and wondered what solution was possible. Definite knowledge of what the out-put could be would enable railroads to provide for moving it. There is great opportunity for investment in the coalfields of the West. Mr. Whitmore thought dealers and consumers should put in a stock in the summer. The resolution was carried and submitted to the governments of Saskatchewan and Alberta, and duly acknowledged.

The following correspondence was received:

Executive Council, Regina, Sask.
July, 16th, 1907.

B. W. WALLACE, Esq., Sec'y Board of Trade,
Prince Albert, Sask.,

Dear Sir.—

The Hon. Walter Scott has just handed to me certain resolutions passed recently at the convention of the Associated Boards of Trade, held in your city.

I might supplement Mr. Scott's acknowledgement of your communication and resolution by stating that all three questions dealt with by resolutions—Fuel, Agricultural College and Harvest Labor—are now, and have for some time past, been receiving the very best attention of this department.

With regard to the fuel question, I herewith enclose copy of letter received from Mr. Nanton which will go to show what his company is prepared to do in order to expedite the movement of coal during the summer months. We are, at present, in communication with other coal dealers and mine owners with reference to the same matter.

The advisability of taking preliminary steps with a view to the establishment of an Agricultural College, at an early date, will doubtless be brought up in the legislature in the reasonably near future. Indeed, it has already been brought up in last session's Supplementary Revenue Act.

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With regard to the labor question, I and one of my staff—Mr. Auld—were in Winnipeg last week looking into this question, and have already taken the initial steps as per enclosed copy of circular letter of inquiry to find out as near as possible the province's requirements in this respect. I may add that this had been our custom for some years.

In conclusion; let me thank you for assisting to keep these most important questions before the public eye, as they call for our best and earliest attention.

Yours faithfully,

W. R. MOTHERWELL,

Commissioner of Agriculture.

THE ALBERTA RAILWAY AND IRRIGATION COMPANY.

Winnipeg, June 29th, 1907.

HON. W. R. MOTHERWELL, Commissioner of Agriculture,
Regina, Sask.

SIR,—

Referring to the conference we had in Winnipeg a short time ago regarding the fuel question in the province of Saskatchewan, you will remember that I promised that every effort would be made by this company to supply its share of the fuel required for the coming winter, and that arrangements would be made by this company to store during the summer months, as much coal throughout the provinces as it was at all possible.

I have pleasure in advising you that we are now arranging to store a large tonnage at principal points in the province where the company had representatives.

To carry out this arrangement coal is being shipped, freight prepaid, to the company's representatives and such representatives are not being called upon to make payment for either the coal or the freight until or such previous time as the coal is disposed of.

Improved machinery is being installed which will enable the company to ship Galt coal in even better condition than during previous years. Shipments from the mine have been retarded of late on account of this fact, but we are now making every effort to increase the out-put, though, as you are aware, there are many difficulties in this connection on account of the scarcity of labor.

To make our efforts effective it is necessary that the public should assist the dealers by purchasing and taking delivery of their coal early in the season.

I have the honor to be, Sir;

Your obedient servant,

A. M. NANTON, Managing Director.

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RESOLUTION No. 6.

COAL MINES — GOVERNMENT OWNERSHIP AND
OPERATION OF.

Resolved, that our delegates to the Boards of Trade Convention be instructed to indorse any reasonable measure of government ownership and operation of the coal mines.

Mr. G. Thompson (Indian Head) who intended moving this resolution said that his board was prepared to support any reasonable measure of government ownership. Resolution 5 having been carried, he asked that resolution 6 be allowed to stand over, which was agreed to.

RESOLUTION No. 7.

FUEL — GOVERNMENT CONTROL OF.

Moved by MR. LESLIE (Saskatoon), seconded by MR. TURNER (Saskatoon).

Viewing with alarm a possible recurrence of the coal famine which occurred last winter over the entire west, and in view of the influx of settlers into Saskatchewan and Alberta, and the rapid growth of important business centres with their thousands of inhabitants, this Convention of the Associated Boards of Trade respectfully urges the governments of the provinces of Saskatchewan and Alberta to take such steps as will effectually prevent a repetition of the suffering endured from lack of coal during the period referred to.

MR. BRADSHAW (Prince Albert) moved in amendment that "certain portions of the west" be substituted for "the entire west." He said that if these words were allowed to remain, the resolution would not set forth the true conditions as they existed last winter. A fuel famine was never known in Prince Albert, and he believed never would be seen in this district, and further he believed that there were other districts in the west similarly placed. Mr. Pringle (Medicine Hat) in seconding the amendment said that Medicine Hat was much in the same position as Prince Albert.

Mr. FISHER, of Edmonton, pointed out the importance of the fuel question. Intending immigrants all want to know about it. Conditions have been exaggerated, but to say that the fuel famine had existed all over the west would be misrepresentation. Mr. Cunningham thought that it would be well to show that attempts are being made to store coal and prevent the possibility of repeating last winter's

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experience. The Hon. W. T. Finlay said that Alberta was investigating the coal question. It would be better to show the outside world that something is being done than merely to give suggestions to the government. We have the fuel, carrying out and storing it in the summer will solve the question of fuel famine.

MR. CROSS thought it was not advisable to pass these resolutions as the ground had already been covered by the resolution from Moose Jaw. Mr. Bradshaw's amendment was put and carried. Mr. McKellar thought in view of what had been said by the minister, it would be a mistake to pass the resolution in its present shape. Mr. Saunders suggested that the resolution be referred back to the mover and seconder and the resolution committee. The resolution was laid on the table to be brought up later in the convention, when it would be adopted as amended as above. The resolution was submitted to the governments of Alberta and Saskatchewan, who promised to do everything possible to prevent a repetition of fuel shortage.

RESOLUTION No. 8. NATURAL GAS.

Moved by MR. COUSINS (Medicine Hat), seconded by MR. PRINGLE (Medicine Hat).

Waste of natural gas. Action should be taken to prevent this.

Mr. COUSINS, in moving the resolution, pointed out that a number of gas wells were bored and not used, and while a local matter at present, gas would be found at other places, and some action should be taken to prevent its waste. Mr. Pearce, of Calgary, thought the Dominion Government should be asked to stop the waste of natural gas. At Pelican Rapids the government bored a well some years ago, which has been flowing ever since. The Hon. Mr. Finlay said that at the next session of the legislature he would use his influence to prevent this waste in any part of Alberta. Mr. Fisher thought that Pelican Rapids should be definitely referred to, and moved that the following be added to the resolution, "and that the attention of the Dominion Government be called to the waste of gas at Pelican Rapids." The addition was agreed to and the resolution adopted. This resolution was submitted to the Federal Government and to the governments of Saskatchewan and Alberta. The Hon. W. Scott, Premier of Saskatchewan, felt that as the matter entirely concerned the Province of Alberta, it might look like interference if his government should move in any way in the matter. The Hon. Mr. Oliver, Minister of the Interior, Ottawa, acknowledged receipt of resolution and promised that the matter should receive his careful consideration.

RESOLUTION NO. 9.

DELAY IN TRANSPORTING IMMIGRANTS.

Moved by MR. WHITMORE (Regina), seconded by MR. RIGBY (Balgonie).

Whereas, incoming settlers are sometimes subjected to extended delays in transit caused by the failure of the railway companies to provide a proper and efficient means of transport to destination and thereby are put to inconvenience and expense in providing food and supplies for themselves and their live stock,

Therefore, be it resolved, that the Minister of the Interior be requested to publish in all immigration literature sent out by the Interior Department such facts as may be necessary to inform such settlers regarding the rights to which they are entitled and which they may demand from the railway companies undertaking to transport them.

MR. G. H. SHAW, of the C.N.R., asked what purpose would be served by passing this resolution. The Dominion Government had representatives throughout the country to give information to settlers. He did not believe it in the interests of the country that this resolution should be approved of. Mr. F. W. Peter, of the C.P.P., strongly endorsed Mr. Shaw's remarks. Mr. Laird, of Regina, thought it was necessary to supply settlers with information and to publish the privileges that these people were entitled to. There are transfer points where difficulties arise through each company denying responsibility. If the settler knew from whom he was entitled to receive food for himself and his stock, he would be able to get it.

The resolution was adopted and submitted to the Department of Interior in July. The following replies were received :—

Dept. of Interior, Ottawa,
July 10th, 1907.

B. W. WALLACE, Esq.,
Prince Albert, Sask.

Dear Sir,—

I beg to acknowledge receipt of your letter of the 2nd instant bringing to my attention a resolution passed at a Convention of the Associated Boards of Trade held in Prince Albert, June 18-20th, 1907, recommending that steps should be taken to provide immigrants with information regarding the rights to which they are entitled and which they may demand from the railway companies undertaking to transport them, I beg to say that the representations of the convention will be given due consideration.

Yours faithfully,
FRANK OLIVER.

ASSOCIATED BOARDS OF TRADE OF WESTERN CANADA.

Dept. of Interior, Ottawa,
August 7th, 1907.

B. W. WALLACE, Esq., Sec. Board of Trade,
Prince Albert Sask,

Sir,—

I beg to inform you that your letter of the 2nd ult., bringing to the Minister's attention a resolution passed at a Convention of the Associated Boards of Trade held in Prince Albert June 18-20th, recommending that steps be taken to provide immigrants with necessary information regarding the rights to which they are entitled and which they may demand from the railway companies undertaking to transport them, was in due course forwarded to my office; and that I send a copy of it to the Board of Railway Commissioners for Canada. I enclose herewith, for your information, a copy of the reply which has been received from the Secretary of the Board.

Your obedient servant,

L. M. FORTIER, for Supt. of Immigration.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OFFICE OF THE SECRETARY,

Ottawa, July 31st, 1907.

Sir,—

Your letter of the 13th instant has been submitted to the board, and I am directed to inform you that the delays to which you refer appear to have arisen out of the circumstances existing on the Canadian Northern Railway during the past winter and early spring; that these circumstances, have been, to some extent, investigated by the board's officials, and have been found to have been due, in part, to the extreme weather conditions, and in part, to the lack of proper equipment and proper management; that numerous improvements in the condition of the railway and in its equipment are being made; and that the chief engineer of the board and the operating assistant to the chief traffic officer of the board are shortly going over the road with the company's general manager for the purpose of ascertaining whether further steps should be taken to improve the condition of the railway; and that the board has no jurisdiction to award compensation to parties for such delays, but can only investigate such cases for the purpose of endeavoring to prevent further recurrence in the future.

I am further directed to state that the board is not able to devise a statement of the obligations of railway companies which it thinks will be of service to be published, as suggested, that, by the common

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law, railway companies are bound to take reasonable care for the safe transportation of passengers and for providing safe accommodation; that the statuary obligations of the company are principally as set out in sections 281, 282, 283, 284, 317 and 340 of the Railway Act; that settlers' effects are usually carried under contract; that the board has in contemplation the defining of the terms of the contracts of carriage, but has not been able to overtake that work and will not be able to give it consideration until the return of the members of the board from the West.

I might mention that the board has temporarily approved of releases required by railway companies to be executed in connection with the carriage of settlers' effects and livestock, and the term of such releases are to the following effect:

SETTLERS' EFFECTS.

When shipment of settlers' effects are made, shippers are required to execute a special contract lease, restricting the valuation of each piece or package to \$5.00; and where livestock forms a part of the shipment, it has to be loaded, unloaded, fed, watered and cared for while in transit, by the owner or at his expense. For this purpose one man is passed free with each car of effects which contains live stock.

LIVESTOCK.

The railways are not liable for any loss or damage in respect to livestock, except as may arise from a collision of a train or the throwing of cars from the track during transportation, and their liability is then restricted to \$100 for each horse, \$50 for each head of cattle, \$10 for any other animal, and \$1200 for the contents for any one car.

I have the honor to be, Sir,

Your Obedient Servant,

A. D. CARTWRIGHT.

The Superintendent of Immigration,

Department of the Interior,

Ottawa, Ontario.

RESOLUTION No. 10.

RAILWAY PASSENGER SERVICE—IMPROVEMENT OF.

This resolution was withdrawn by the Moose Jaw delegates.

RESOLUTION No. 11.

RAILWAYS—MORE EFFECTIVE GOVERNMENT
CONTROL OF.

Moved by MR. BIRNIE (Indian Head), seconded by MR. RIGBY (Balgonie).

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Resolved, that this board recommends more effective control of the railways, even to the extent, if necessary, of adopting government ownership and operation.

MR. BIRNIE, in moving the resolution, said that in its present form no actual motion was placed before the convention, therefore, he took the liberty to introduce the motion on the following terms:

Whereas, the railways of Canada, notwithstanding the assistance given them in land and money by the government, have repeatedly failed to meet the transportation needs of the country, having failed to move the crop of Western Canada and to adequately supply fuel to the people,

And, whereas, such failure on the part of the railways has resulted in inconvenience, hardship and loss to the people of Canada,

Therefore, be it resolved, that this Convention of the Associated Boards of Trade of Western Canada believes that the most effective remedy for such a state of affairs is for the Government of Canada to take over and operate the railways in the interests of the people, and that the Dominion and Provincial Governments be memorialized to that effect.

MR. BIRNIE referred to the original intention that the Canadian Pacific Railway should be owned and operated by the Dominion Government. He referred to the enormous wealth which had accrued to the members of that company by the rise in value of its lands. He also referred to the Prussian system of government owned railways, and quoted figures quite extensively. The resolution was lost.

RESOLUTION No. 12. TRANSPORTATION.

Moved by MR. BRADSHAW (Prince Albert), seconded by J. H. WILSON (Prince Albert).

Whereas, the railways of Canada, owned and operated by private companies, have come into existence largely through the generous subsidies, land grants and guarantees of bonds which have added largely to the debt and financial liabilities of the Dominion and its Provinces,

And, whereas, the travelling public should not be at any disadvantage owing to the fact that the railways are owned and operated by several companies instead of one company,

And, whereas, the ramifications of the railways in many instances permit of different routes between one part of Canada and another,

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And, whereas, the railway companies at present do not consider themselves compelled to issue single or return tickets between any two points except by such route as suits their wish or convenience,

Therefore, be it resolved, that the proper authorities of the Dominion Government be memorialized to enact such legislation as will enable and compel railway companies to issue single or return tickets between points on the railway system of Canada at a uniform rate as to mileage and by such route as may suit the wish and convenience of the passenger paying for such transportation in advance.

MR. BRADSHAW pointed out that passengers should have the privilege of selecting routes, and greater privileges as to stop-overs. Mr. Laird (Regina) opposed the resolution on the ground that it was unreasonable to ask the railway companies to sell a ticket by any route that the passenger may choose, since the companies have business connections and it would not be fair to ask them to sell a ticket over a route with which they might be in competition. Mr. McKenzie considered it unfair that a man travelling on a branch line should pay a higher rate than a man travelling on the main line. Mr. Shaw said there was no difference in the charges between main lines and branch lines of Western Canada. Every passenger buying a ticket at the ordinary rate has stop-over privileges, but if the company gives a reduced rate, it has the right to name conditions.

The resolution was lost.

RESOLUTION No. 13. TRANSPORTATION.

Moved by MR. STOCKLAND (Edmonton), seconded by MR. RUTTAN (Melfort).

Whereas, the development of Western Canada for several years has been very much greater than the development of the transportation facilities therein,

And whereas, the railway companies seem to be utterly incapable of providing reasonable and proper transportation facilities for keeping pace with the growth of the Western Provinces,

And whereas, great delay in the further opening up of the settled portions of the Territories and great consequent damages ensue to the Western Provinces thereby,

And whereas, the result of the inadequate transportation facilities has been such during the past year that the crop of 1906

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remained unsold by reason of the inability of the railway companies to forward the same to the market, resulting in a great stringency in the money markets and consequent injury to business interests all over the country.

Therefore, in the opinion of the Associated Boards of Trade, the Government of Canada should take prompt and effective measures to compel the railroads at present operating in Western Canada to provide greater transportation facilities, in order that the products of the country may be quickly moved to market, and that the travelling public may be accommodated and merchandise moved forward quickly to points of consignment.

Mr. STOCKLAND said that this resolution was of paramount importance to Western Canada. It was necessary to have railroads sufficient to move our grain at the proper time. The resolution pointed out something which had caused great loss and damage to Western Canada. Mr. Laird referred to the many excuses which had been offered for the railway companies, but it was a fact that they have not been equal to the emergencies of the past year. No doubt in time, improvements would be made, but they should be made quickly. Mr. Ruttan thought the great difficulty was railroads want too much time to do their work. Since they do a cash business, it makes no difference to them when they take the crop out.

This resolution was adopted and submitted to the Minister of Railways and Canals at Ottawa, who, in reply, dated November 6th, gave assurance that the Board of Railway Commissioners is doing its utmost to deal with the difficulties that may arise between the public and the carrying companies.

RESOLUTION No. 14.

NAVIGATION OF THE SASKATCHEWAN.

Moved by MR. BRADSHAW (Prince Albert), seconded by MR. COUSINS (Medicine Hat).

Whereas, there is urgent need of the cheapest possible transportation between Alberta and Saskatchewan points for the interchange of natural products, etc.,

And, whereas, the great distance from northwestern Alberta to the Atlantic coast reduces the net value of all its products marketed in or by way of the Eastern Provinces, and to a somewhat less degree the value of Saskatchewan products,

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And whereas, in other countries and in other parts of Canada transportation by water has proved to be much cheaper than by railway,

And whereas, the North Saskatchewan River runs through the provinces of Alberta and Saskatchewan for a distance of about 1,000 miles, and was at one time the artery of transport for all the northern portions of these provinces,

And whereas, it is believed that this great river might be made an extremely cheap transport route for six months of each year, by an expenditure of money, small in proportion to the great and lasting benefits which would accrue therefrom,

Therefore be it resolved, that the proper authorities of the Dominion Government be memorialized to take steps to fully prove the economic possibilities of the Saskatchewan River for the purpose of navigation, by employing the most capable engineer obtainable with special training and known experience in such work, to survey the river to one hundred miles west of Edmonton to Lake Winnipeg, and to prepare plans, specifications and estimates of improvements needed and their cost.

MR. BRADSHAW called attention to the fact that water transportation is much cheaper than railway. The rapid increase in Canada's population makes it favorable to get all the lines of transportation we can. He believed that it is feasible to move grain on the Saskatchewan River. Mr. Cousins, in seconding the resolution, suggested that the South Saskatchewan be included. A great deal of freight had been transported from Medicine Hat. Mr. Pearce pointed out that other rivers such as the Ohio, Missouri and others, have been out of use since railroads came in. After considerable discussion by Mr. Mills, of Strathcona; Mr. Cook, of Prince Albert; Mr. Laird, Regina; Mr. Harrison, Edmonton; Mr. Shaw, of the C.N.R.; Mr. Clinskill, Saskatoon, and Mr. Carruthers, of Winnipeg, the resolution was adopted and a copy sent to the Minister of the Interior.

In replying, the Hon. Mr. Oliver promised that he would give this matter his best consideration.

RESOLUTION No. 15.

TRANSPORTATION VIA HUDSON'S BAY.

Moved by MAYOR COOK (Prince Albert), seconded by J. H. WILSON (Prince Albert).

That in the opinion of this convention the future prosperity of this great Western country, and of Canada as a whole, largely

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depends on cheap transportation, and that as the Hudson's Bay is the natural outlet, and in our opinion is a perfectly feasible route, the Dominion Government be requested to build a road from some point on the North Saskatchewan river to Fort Churchill as a national undertaking.

MR. CLINSKILL (Saskatoon) moved in amendment that the words "some point in Southern Alberta" be substituted for "some point on the North Saskatchewan." Mr. Laird (Regina) moved an amendment to the amendment, that the original resolution be adopted with the following addition:—"that the government be requested to build a road to Hudson's Bay." Mr. McKenzie (Edmonton) moved, Mr. Cross (Calgary) seconded, "that the Dominion Government be requested to build a road from some point on the South Saskatchewan river." The resolution was subsequently adopted in the following form:—

That, in the opinion of this convention, the future prosperity of this great western country, and of Canada as a whole, largely depends on cheap transportation, and that as the Hudson's Bay is the natural outlet and in our opinion is a perfectly feasible route, that the Dominion Government be, and is hereby urged to take such steps as will ensure at the earliest possible date the completion of a railway connecting the railway systems of Western Canada with Fort Churchill on the Hudson's Bay.

This was also submitted to the Minister of Railways who duly acknowledged its receipt. Subsequent movements of the same indicate that at no very distant future date, the railways of Western Canada will be in direct communication with Fort Churchill.

RESOLUTION No. 16. EXPRESS RATES.

Moved by MR. SAUNDERS (Moose Jaw), seconded by MR. LAIRD (Regina).

Whereas, with increased settlement there is increased consumption of all kinds of supplies in our province;

And whereas, vast quantities of such supplies are to day shipped by express, and it is too well known that the charges for such service are excessive,

Resolved, "that this convention, representing vast interior provinces remote from centres from which supplies are shipped, protests against the continued high express rates, and hereby requests that the Railway Commission take cognizance of these conditions and provide a remedy."

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After considerable discussion carried on by Mr. Fisher (Edmonton), Mr. Clinskill (Saskatoon), Mr. Shaw, of the C.N.R., and others, the resolution was adopted in the following form:—

Whereas, with increased settlement there is increased consumption of all kinds of supplies in our provinces,

And whereas, vast quantities of such supplies are to-day shipped by express, and it is too well known that the charges for such service are excessive,

And whereas, since this resolution was submitted for discussion to the Convention of the Associated Boards of Trade of Saskatchewan and Alberta, it has been announced that the Railway Commission intends settling the matter of express rates,

Therefore, be it resolved, that this convention representing the vast interior provinces, remote from centres from which supplies are shipped, protest against the high rates, and respectfully commend the Railway Commission in taking action to investigate these rates with the view of lowering the same, and putting them on a more equitable basis as compared with rates existing in Eastern Canada.

Montreal to Toronto; distance 333 miles, rate \$1.00 per 100 lbs

Winnipeg to Moose Jaw, " 398 " " .83 " "

Produce and Fruit 20 per cent. less.

Special rates on British Columbia fruit from Vancouver east as Moosomin, \$2.25 per 100 lbs.

Shipments of 500 lbs. and over get reduction of 20 per cent. if not classified at a higher than single rate.

This resolution was submitted to the Board of Railway Commissioners. The Secretary, Mr. Cartwright, in reply advised that the Express companies had received an extension of time for the filing and the approval of their tariffs and tolls, and until such extension had elapsed, the board would not be in a position to deal with complaints as per resolution, but that as soon as possible the board would consider this complaint. Up to the time of going to press, no official communication has been received.

RESOLUTION No. 17.

FREIGHT AND EXPRESS RATES.

Moved by MR. BRADSHAW (Prince Albert), seconded by MR. CLINSKILL (Saskatoon).

Whereas, the railways of Canada, owned and operated by companies, have by subsidies, land grants and guarantee of bonds,

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added immensely to the debt of the Dominion and to the financial responsibilities both of the Dominion and of the several provinces,

And whereas, the railway system of Canada, although divided between several companies, furnishes connection between any one point on the system and any other point on the sys-

And whereas, each railway company charges a lower rate proportionately for carrying freight a short distance than a long distance,

And whereas, for instance, the charge for carrying freight two hundred miles, half of which distance is over the line of one company and half over the line of another company, is much greater than the charge for carrying it the same gross distance over the line of one company only,

And whereas, the railway companies carry freight at more favorable rates over lines known as main lines than over branch or feeding lines,

Therefore be it resolved, that the Dominion Government be memorialized to take such action as will prevent any portion of Canada equally distant from the trade centres of Montreal, Toronto, Halifax, Winnipeg, Vancouver, etc., and that such legislation be enacted as will compel any two or more railway companies which have been assisted by bonuses, land grants, or guarantees of bonds, to carry from any point on one of the lines to any point on another of the lines at a rate not higher than would be charged for the same gross distance over any one of the lines, and that the local mileage and other rates on all branch lines be the same as on the main line.

Considerable discussion followed in which both Mr. Peters, of the C.P.R., and Mr. Shaw, of the C.N.R., took part, also Mr. Laird (Regina), Mr. Birnie (Indian Head), Mr. Pearce (Calgary).

The resolution was lost.

RESOLUTION No. 18. RECIPROCAL DEMURRAGE.

Moved by G. STOCKAND (Edmonton), seconded by K. W. MCKENZIE (Edmonton).

Whereas, serious loss and inconvenience to merchants, farmers and others in Western Canada is being caused through numerous delays in the transportation of goods by the railways and the filling of orders for cars,

And whereas, such evils seem to be on the increase,

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And whereas, the law at present in force permits railway companies to collect demurrage on all cars not loaded or uploaded and storage on goods not removed from railway freight sheds within a specified time,

And whereas, no compensation is given to merchants or shippers ordering cars and not receiving them within a reasonable time,

Therefore, be it resolved, that this Convention of Boards of Trade is strongly in favor of the enactment by the Dominion Parliament of such legislation as will provide for the payment of demurrage by railway companies in the following cases :--

1. The non-delivery at the point of destination within a limited time after the receipt of the goods at the point of shipment. The period of transportation being based on the mileage traversed, say at the rate of fifty miles per day of twenty-four hours.

2. The failure to supply cars required by shippers within a reasonable time, say three days after a request in writing.

And further resolved, that railway companies be compelled to provide for loading and forwarding all goods within twenty-four hours after delivery to them.

This resolution was discussed by Messrs. Fisher, Edmonton ; Laird, Regina ; Chapelle, Borden ; Hutchings, Calgary, and Bradshaw, Prince Albert.

It was finally moved by J. E. BRADSHAW (Prince Albert), seconded by J. LESLIE (Saskatoon), that this resolution be laid on the table for consideration at the Fifth Annual Convention.

The motion was carried.

RESOLUTION No. 19.

REDUCTION IN PRICE ON LUMBER.

Moved by H. MCKELLAR (Moose Jaw), seconded by R. U. RORISON (Moose Jaw).

Whereas, the commission appointed by the Dominion Government to investigate the reported lumber combine has reported that a combine does not exist,

And whereas, the price of lumber is still increasing,

And whereas, the present price of lumber is prohibiting the necessary building operations in our provinces and presses heavily upon homesteaders and new settlers,

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Resolved, that the Dominion Government be memorialized to promptly take such action as will give a measure of relief to settlers from the present excessive cost of Lumber.

This was carried with very little discussion, and submitted to the Honorable the Minister of the Interior at Ottawa, who replied that the matter was receiving attention from the department with a view to assisting toward remedying the present situation. The recent investigations by the government have established the fact that there is much cause for complaint. While no very substantial reduction has as yet been made in the price of lumber, it is hoped that the measure of relief asked for, will be obtained shortly.

RESOLUTION No. 20. TELEGRAPH SERVICE.

Moved by G. STOCKAND (Edmonton); seconded by J. E. BRADSHAW (Prince Albert).

Whereas, the telegraph service in the provinces of Alberta and Saskatchewan has heretofore been largely in the hands of the railway companies,

And whereas, the railway companies have so administered such service that the commercial telegraph service has been compelled to take second place to the railway's private business,

And whereas, such service has been entirely unsatisfactory to the mercantile interests,

And whereas, the rates have been much greater than rates charged in the older settled provinces, notwithstanding the fact that railway companies have, in respect of such telegraph service, had practically a monopoly in respect thereof and have had greater proportionate returns therefrom than in the older settled province,

Therefore, in the opinion of this Convention, it is highly desirable that the Government of Canada should take such steps as will result in giving a better and cheaper telegraph service to these provinces, and to that end it is recommended that the Government itself should perfect and extend its telegraph service, now extending as far west as Edmonton, and that the telegraph companies be compelled to provide commercial wires whereon no business whatever of the railway shall be transacted, and in respect of which telegraph operators shall be compelled to immediately forward all messages received for that purpose.

This resolution was very ably supported by Senator Davis, of Prince Albert, who has urged the matter upon the Government on several occasions. It was carried unanimously and submitted to the Honorable the Minister of the Interior at Ottawa, and suitably acknowledged

RESOLUTION No. 21.**TELEPHONE SYSTEM AND RATES.**

Moved by K. W. MCKENZIE (Edmonton), seconded by MAYOR COOK (Prince Albert).

Telephone system and rates. Including municipal and corporate control and management.

This resolution was moved by Mr. McKenzie at the request of the Medicine Hat delegates and it was presented to the convention in the following form:—

Resolved, that this convention express their hearty approval of the action of the Alberta Government in so far as they have already gone toward giving effect the principle of Government ownership and operation of telephone systems along lines advocated by this association at every convention since its organization, and the attention of the Government of Saskatchewan is respectfully drawn to the very great benefit that would accrue by the adoption of a similar policy in that province, which would not only be of great service to Saskatchewan, but would greatly augment the usefulness of the system being established in Alberta.

The resolution in this form was adopted and submitted to the Honorable Walter Scott, Premier of Saskatchewan, who promised to give this matter the best attention of his government.

At the time of going to press no official notification has been received of any action having been taken in respect of this.

RESOLUTION No. 22. FIRE INSURANCE.

Moved by J. W. CUNNINGHAM (Edmonton), seconded by E. M. SAUNDERS (Moose Jaw).

Whereas, it has been felt in the mercantile interests in Western Canada that the rates for fire insurance were unreasonably high and that fire insurance companies have, in order to recoup themselves for losses sustained elsewhere, maintained and propose to maintain such rates as are an unreasonably high figure,

And, whereas, the Government of New Zealand has inaugurated and has in operation a system of government control of fire and life insurance which has worked greatly to the advantage of that country,

Therefore, in the opinion of this convention, it is desirable that an investigation should be made by the provincial governments of the advantages surrounding the operation of government insurance.

This resolution was carried and submitted to the Honorable the Premiers of Saskatchewan and Alberta, and suitably acknowledged. No official notification has been received however, as to any action taken in this regard.

RESOLUTION No. 23.

HAIL INSURANCE was upon request of the Edmonton delegates withdrawn.

RESOLUTION No. 24. FLAG STATIONS.

Moved by G. STOCKAND (Edmonton), seconded by MR. CHAPELLE (Borden).

Whereas, it has been the practice of the railway companies in the West to place along the lines of railways numerous stations at which no agent is maintained, as well as flag stations, properly so called,

And whereas, at many of these points villages have grown up and become business centres, so that shipment of merchandise of various kinds to such flag stations is an inevitable necessity,

And whereas, the railway companies have refused or neglected to put in regular agents at such towns and have, in consequence, compelled prepayment of all freights consigned to such flag stations and refused all liability for damage in respect of the loss or non-receipt of goods so consigned,

And whereas, in almost no instance is it impossible for the railway companies to secure at a cost no greater than the situation amply justifies, an agent to take charge of and handle such business in adequate and proper fashion,

And whereas, the result and benefit to the public at large would be very great, and it is believed that the benefit of the railway companies would fairly and reasonably be such as to justify the appointment of agents at every flag station,

Therefore this convention would call the attention of the government and of the railway commission to the necessity of investigating conditions in this respect, and for taking such steps as will compel the railway companies to provide every station along the line with a proper and suitable agent for the purpose of transacting business of the company centering at such points.

In speaking to this resolution, Mr. Laird (Regina), moved the last clause be amended as follows :—

Therefore the convention would call the attention of the railway commission to the necessity of investigating conditions in this respect, and in this connection we endorse clause 7 of the draft of the Bill of Lading, submitted by the Winnipeg Jobbers' and Ship-

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pers' Association, and dated May 1st, 1907, which reads as follows:

Goods in carloads, destined to or shipped from a private siding or a station having no duly authorized agent, shall be on owner's risk forty-eight hours after being placed upon such sidings, until taken from such siding, or station. The company shall provide a reasonably suitable warehouse—with lock and key at all stations at which there is no agent, into which less than carload shipments of goods shall be unloaded by the company or placed by the shipper for loading, the key to which shall be delivered by the company to some suitable person conveniently located, and that all goods so placed in such warehouse shall be entirely at the risk of the owner.

This amendment was seconded by Mayor Cook, of Prince Albert, and agreed to by the mover of the resolution. Further discussion was conducted by Mr. G. Shaw, of the C.N.R., after which the resolution was carried and duly submitted to the railway commission where it has received the consideration of that board.

RESOLUTION No. 25. FUEL AND LABOR.

Was originally presented as follows:—

Whereas, during the winter of 1906-07, great hardships were experienced throughout the provinces of Manitoba, Alberta and Saskatchewan by reason of the inadequate supply of coal,

And whereas, there exists in the provinces of Alberta and Saskatchewan numerous deposits of coal, which are easily worked and to which the railways extend,

And whereas, notwithstanding the fact that very high wages are paid to miners and others required in the production of coal and relatively high prices are charged by the railway for transporting the same, the output and transportation of coal was undoubtedly limited so as to result in hardship to an unreasonable extent,

And whereas, a dearth of skilled labor exists in almost all trades in these new provinces,

Therefore, be it resolved, that the Dominion and Provincial Governments be respectfully requested:—

1. To take such full and adequate steps as shall be necessary to provide for an extensive immigration of skilled and other labor.

2. That the operation of legislation providing against strikes and for the adjustment of difficulties between employers and

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laborers be administered with a strong hand, so as to prevent the great injury to the progress of the country that is now occasioned by the excessive cost of labor and the excessive damage caused by strikes.

3. That the railway companies be compelled under strong penalties to provide adequate transportation facilities in order that a sufficient supply shall be maintained everywhere along the lines of railways in the Western Provinces.

This, however, was not considered a desirable form in which to present it, and accordingly Mr. J. W. Cunningham (Edmonton) moved, and Mr. R. J. Hutchings (Calgary) seconded the following draft:

Whereas the continued prosperity of the Canadian West depends upon the development of all its resources,

And whereas, the dearth of skilled labor exists in almost all parts of these new Western Provinces,

Therefore, be it resolved, that the Dominion and Provincial Governments be respectfully requested to take such full and adequate steps as shall be necessary to provide for an extensive immigration of skilled and other labor into the Western Provinces.

MR. HARLOWE (Médecine Hat) suggested certain changes which did not meet with the support of any members of the convention. After considerable discussion the resolution as drafted above was carried, and submitted to the Governments of Alberta and Saskatchewan and also to the Hon. the Minister of the Interior at Ottawa. In replying the various governments promised their aid and consideration. The Hon. the Premier of Saskatchewan, advised that in the department of Agriculture there had been organized a general information bureau, with machinery to deal with such matter as covered by the resolution in question.

RESOLUTION No. 26. GOOD ROADS.

Moved by F. T. FISHER (Edmonton), seconded by W. L. OUI-METTE (Red Deer).

Whereas, good roads for the ordinary vehicular traffic of the country are of the utmost importance and have at all times in the past been of the most vital importance to the interests of the country at large,

And whereas, in the opening up of new territory the construction of good roads on proper lines is, from the point of view of ultimate economy, of greatest importance;

Therefore, to promote the welfare of the country at large, this convention would respectfully recommend :

1. That a full and careful inquiry be made as to the best methods of constructing roads, applicable to the several sections of country.
2. That a comprehensive plan of roadmaking be laid down by the government which shall be observed in all work to be undertaken either by the government or by the Local Improvement Districts.
3. That complete plans thereof be made and each Local Improvement District be furnished with the plans and specifications required in the carrying out of a general good roads undertaking on the part of the provinces.
4. That a good roads commissioner be appointed to oversee the actual construction and in particular to superintend the expenditure made in this behalf by the Local Improvement Districts, and that a less costly administration of Local Improvement Districts be provided.
5. That in addition to or in conjunction with the roads furnished by the regular system of surveys adopted pursuant to the Dominion Lands Act, main roads passing through the country and affording a direct roadway between important centres, be maintained and improved.
6. That in addition to the foregoing, roadways for the beautification of the provinces and for scenic beauty be laid out, reference being made to the advantages of the larger rivers and mountain driveways, with the ultimate intention of procuring roadways which shall be of advantage to tourists and others who may use the motor conveyances now coming into such general use and who would be enabled thereby to take the benefit of the natural and other parks now being set apart for the public enjoyment.

Mr. Fisher in speaking to this resolution advocated the appointment of a good roads commissioner, whose duty would be to advise in the construction of roads and urged that we recognize the growing importance of motor conveyances. This resolution was strongly supported by Mr. Mills (Strathcona). Mr. Rorison advocated leaving the resolution over to next convention, but it was carried and submitted to the Governments of Saskatchewan and Alberta, both of whom are committed by promises to give the matter their careful consideration.

RESOLUTION No. 27.

HOSPITALS.

Moved by T. MILLER (Moose Jaw), seconded by W. PEARCE (Calgary).

Whereas, it is in the best interests of the people of the provinces of Saskatchewan and Alberta that general hospitals of the highest standing and efficiency be established and maintained at the principal commercial and industrial centres in the provinces,

And whereas, the hospitals that have been established by popular subscription are now heavily in debt on building account and have not been able to keep pace with the great growth and growing needs of the provinces,

And whereas, the cost of building these hospitals falls heavily upon these few who are charitably disposed, while the masses who reap the benefit contribute but little,

And whereas, the building and maintenance of general hospitals by towns and cities as municipal undertakings would not be equitable,

Therefore, be it resolved, that the governments of the provinces of Saskatchewan and Alberta be memorialized to introduce at the next session a system of grants for the building and equipping of general hospitals, such system to provide: (a) That where any town or city has already undertaken or will undertake the erection and maintenance of a general hospital as a municipal undertaking, the government will contribute fifty per cent. of the cost thereof, such building and equipment to be subject to the approval of the Lieut.-Governor in Council; (b) that the municipal laws be amended to allow the issue of municipal debentures to cover the amount required to pay fifty per cent. of the cost to be borne by the municipalities; (c) that the conduct and management of such hospitals be subject to government regulation and inspection; (d) that the system of grants for maintenance be continued and given upon condition that the hospitals are conducted in accordance with the above provisions.

Mr. Miller believed it unfair to ask a city to build and equip a hospital that is really a provincial institution. He thinks the province should assist in the building to the extent of fifty per cent.

Mayor Cook (Prince Albert) suggested that the words "as a municipal undertaking" be struck out. Mr. Mills objected to government regulation and inspection, more particularly the regulation. In

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referring to government regulation, the Hon. Mr. Finlay said the regulations required by the government of Alberta are :—

1. The hospital must be open to inspection at any time by the provincial health officer.
2. The air space in new hospitals must be in accordance with the number of patients that will be in each room.
3. The hospital will be open to any person, irrespective of denomination.
4. It must be open to paying or non-paying patients.

Doctor Brown (North Battleford) objected to striking out the words "as a municipal undertaking." The mover, Mr. Miller, said he was willing to change the clause, and the resolution was on motion of Mr. McKenzie, re-drafted, and subsequently adopted in the following form :—

Whereas, it is in the best interests of the people in the Provinces of Alberta and Saskatchewan that general hospitals of the highest standing and efficiency be established and maintained at the principal commercial and industrial centres in the provinces,

And whereas, the hospitals that have been established by popular subscription are now heavily in debt on building account and have not been able to keep pace with the great growth and growing needs of the provinces,

And whereas, the cost of building these hospitals falls heavily upon those few who are charitably disposed, while the masses who reap the benefit contribute but little,

And whereas, the building and maintenance of general hospitals, solely as municipal undertakings would not be equitable,

Therefore, be it resolved, that the governments of the Provinces of Saskatchewan and Alberta be memorialized to introduce at the next session a system of grants for the building and equipping of general hospitals, such system to provide :—

(a). That where any municipality or corporate body has already undertaken, or may undertake the erection and maintenance of a general hospital, the government will contribute fifty per cent. of the cost thereof, such building and equipment to be subject to the approval of the Lieut.-Governor in Council;

(b). That the municipal law be amended to allow the issue of debentures for municipal grants to hospital buildings and equipment up to fifty per cent. thereof;

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- (c). That the conduct and management of such hospitals be subject to government regulation and inspection;
- (d). That the present system of grants for maintenance be continued;
- (e). That in providing for the management of hospitals by municipalities care be taken to protect the interest of private donations and contributions in the past and stimulate the same in the future, and with the object of attaining that end it is suggested that liberal representation of such interests on the board of management be provided for.

The resolution in its amended form was duly submitted to the provincial governments and suitably acknowledged. The Saskatchewan Legislature, at time of going to press, has not met, and there is no official notification from the Alberta Government as to what action was taken upon this suggestion.

RESOLUTION No. 28.

Also dealing with hospitals was, upon the suggestion of the Calgary delegates merged into 27.

RESOLUTION No. 29.

LIVE STOCK MARKETS.

Moved by A. E. CROSS (Calgary), seconded by MAYOR COUSINS, (Medicine Hat).

Whereas, it is advisable and in the interests of the live stock producers and meat consumers of Canada that independent live stock markets be established in Canada, where stock men will be assured that in consigning all classes of stock they will be sold in the open market quite independent of any one set of buyers,

Therefore, be it resolved, that this Convention of Associated Boards of Trade urgently requests the Canadian Government, the Inter-provincial Beef Commission and the various Canadian railroads to carefully inquire into the matter of establishing by subsidy or otherwise two independent live stock markets in Canada, one in the East and one in the West.

Mr. Cross suggested that we strike out the word, "urgently," in the last clause, and that the last clause be amended to read as follows:

Therefore, be it resolved, that this Convention of Associated Boards of Trade requests the Canadian Government, assisted by the Provincial Governments and the various Canadian railroads to

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carefully inquire into the matter of establishing by subsidy or otherwise, independent live stock markets in Canada, in the East and in the West.

This is a matter which would require packing houses and cold storage plants to be established in Canada, and perhaps in the old country. The Hon. Mr. Finlay stated that the government of Alberta was already working a commission investigating cattle business, both as to sale in the west and the retail market. This resolution was carried and submitted not only to the Hon. Mr. Oliver, Minister of the Interior, at Ottawa, but also to the government of each province of Canada and to the Grand Trunk Pacific Railway Company, the Canadian Pacific Railway Company and the Canadian Northern Railway Company.

In replying Mr. F. W. Morse, General Manager of the Grand Trunk Pacific Railway Company expressed the hearty accord of his company with there being an open market. The request of his company would be "in case any action is taken by the Provincial or Dominion Government in connection with the proposed resolution that we be safeguarded so that we would have as free and easy access to the stock yards as any other company." Representatives from the Eastern provinces gave assurance of the approval and friendly consideration of those governments.

We also have the statement of Mr. Peters, of the Canadian Pacific Railway Co., that he had no doubt that there would be independent yards established at Winnipeg at an early date.

At this point, since Mr. F. W. Peters, of the C.P.R., and Mr. Geo. H. Shaw, of the C.N.R., were compelled to retire from the meeting of the convention, Mr. E. M. Saunders (Moose Jaw) moved, and Mayor Cook (Prince Albert) seconded, that a vote of thanks be tendered these representatives of the railway companies, and that they be invited to the next convention. In replying, Mr. Shaw (C.N.R.) said that he and his colleagues had departed from their usual practice in offering explanations. Mr. Peters expressed it as being a privilege to meet the business men of the west and to have an opportunity of making certain explanations. By discussing matters of mutual interest in this convention, much agitation, which was often based on misunderstanding, would be avoided. Mr. Brownlee (C.P.R.) also expressed his thanks to the convention.

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RESOLUTION No. 30.

MUNICIPALITIES INSTEAD OF LOCAL IMPROVEMENT DISTRICTS.

Moved by JAMES CLINSKILL (Saskatoon), seconded by MAYOR COOK (Prince Albert).

Whereas, the settlement of the provinces of Saskatchewan and Alberta has proceeded with such unexampled and gratifying rapidity that the powers and functions entrusted to Local Improvement Districts are found inadequate to the wants of the people,

Therefore, this Convention of Associated Boards of Trade respectfully urges upon the respective governments of Saskatchewan and Alberta that the better settled portions of the provinces referred to be divided into municipalities with full or modified municipal powers.

MR. CLINSKILL, in moving this resolution referred to the fact that in the last session of the Territorial legislature the matter of forming municipalities was discussed at very considerable length. As a step in the organization, the Local Improvement Districts ordinance was passed in order that the settlers might be educated toward the full municipal powers. The Saskatchewan government has carried on the work of creating a municipal commission. The time has now arrived when higher form of municipal government should obtain. This resolution was adopted and submitted to the governments of Saskatchewan and Alberta.

RESOLUTION No. 31. MUNICIPAL YEAR.

Was submitted to the convention by the Wapella Board of Trade. No delegates from Wapella being present the resolution was not introduced.

RESOLUTIONS Nos. 32 AND 33.

POSTAL AND MAIL SERVICE, AND POSTAL AND TELEGRAPH SERVICE, were combined.

Moved by F. T. FISHER (Edmonton), seconded by MAYOR COUSINS (Medicine Hat).

Whereas, the postal and mail service in the new and rapidly settling portions of the provinces of Alberta and Saskatchewan has not been adequate to the requirements of the public,

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And whereas, the administration of such service upon the basis of making the same revenue producing may be highly desirable in respect to an old and well settled country but is, nevertheless, highly detrimental to the opening up and settlement of new territory,

Therefore, the Government of Canada is respectfully requested to provide more adequate postal and mail service throughout new portions of the west in the course of settlement, without having regard in every instance that the same should be self-sustaining.

Mr. Fisher in speaking to this resolution referred to the experience we all have had with the deficiencies of the postal service. The department at Ottawa does not grasp the advance that is taking place in the West. This is a matter which calls for vigorous action from every board of Trade in the country. Strong representations from the Edmonton Board of Trade had secured good results.

This resolution was adopted without further discussion. Copies were submitted to the Hon. the Minister of the Interior and to the Hon. Senator Davis, who has considerable experience in voting for improved service in the West. Some advance has been made along the line of improvement as shown by the following correspondence :—

Department of the Interior,
Ottawa, 2nd December, 1907.

Secretary Board of Trade,
Prince Albert.

Dear Sir,—

I enclose herewith for your information copy of a letter which I have received from the Post Office Department, in reply to a letter written to me upon the subject of the resolution passed by the Western Boards of Trade Convention in June last.

Yours faithfully,

FRANK OLIVER.

Post Office Department, Canada.

Ottawa, 25th November, 1907.

Hon. Frank Oliver,
Minister of the Interior.

Dear Sir,—

I beg to acknowledge your communication of the 13th instant, enclosing copy of letter received by you from the Secretary of the Board of Trade at Prince Albert, having reference to the resolution

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passed by the Western Boards of Trade Convention in June last, relative to postal service and facilities in the West.

It may be said that the resolution referred to has been receiving the serious consideration of the Department, and that there have already been important ameliorations in the conditions of the postal service in the West and others are under consideration.

Post Office Inspectorates have been established at Edmonton and Moose Jaw, in addition to those previously in existence at Winnipeg and Calgary, and steps are now being taken to place an Inspector at Saskatoon.

As the growth of railway facilities in the West made it necessary to exercise closer supervision over the running of mail trains and the exchanging of mails, Superintendents of Railway Mail Service are being located at divisional points.

There have been numerous applications for new Post Offices in every part of the Northwest, and it may be said with confidence that each application has received serious consideration and whenever at all possible, a new Post Office has been established. I enclose a statement showing the number of new Post Offices established in the nine months ending 31st March, 1907, by which it will be seen that the North West has obtained a vastly greater proportion of the new Post Offices than any other section of the country.

The minimum salary of Postmasters has been increased and they are now allowed fifty per cent. on the first thousand dollars of revenue, instead of forty per cent. as formerly, and their percentages on revenue over one thousand has been increased.

Postmasters' night allowances have also been extended to include hours for which no allowance was previously made.

The allowance for forward duty and also in aid of rent, light and fuel, have been increased by twenty-five per cent. over what was formerly paid or allowed.

The Department is most anxious to do what is possible to improve the postal conditions in the west and will at all times be glad to investigate any specific representations from the Board of Trade and provide a remedy should the circumstances render such action necessary.

Yours Truly,

(Sgd.) R. M. COULTER, Deputy Postmaster General.

RESOLUTION No. 34.**REDÉMPTION OF BANK NOTES.**

Moved by R. J. HUTCHINGS (Calgary), seconded by J. E. BRADSHAW (Prince Albert).

Resolved, that the Dominion Government be asked to nominate in each of the new provinces, a point of redemption for the notes of the Canadian chartered banks, and to appoint deputies of the Receiver General to reside at such points, so that Saskatchewan and Alberta may be placed on the same footing as the other provinces of the Dominion in this respect.

Mr. HUTCHINGS, in speaking to the resolution said the object was to have some place appointed in the West at which Dominion notes, which had, by mutilation or otherwise become unfit for circulation might be redeemed. The discussion on this resolution was conducted by Messrs. McKellar (Moose Jaw), Miller (Strathcona), Hutchings (Calgary), Brown (Indian Head), Clinskill (Saskatoon), after which the resolution was adopted and submitted to the Hon. the Minister of the Interior, and to G. E. McCraney, Esq., M.P., and later to the attention of the Hon. W. S. Fieldings, Minister of Finance.

RESOLUTION No. 35. REFORESTRATION.

Moved by A. G. HARRISON (Edmonton), Seconded by W. PEARCE (Calgary).

Whereas, to a large extent the provinces of Manitoba, Saskatchewan and Alberta are comprised of prairies largely devoid of building timber,

And whereas, the prices of that lumber which have been prevailing for the last several years have been an indication of the great value of the timber areas,

And whereas, along the eastern slope of the Rocky Mountains and elsewhere throughout the said provinces there is a very great area of land that would be more valuable for the cultivation of timber than for any other purpose, especially having in view the very great area of arable land elsewhere situated in the said provinces,

And whereas, in this timber area it is found that the growth of jackpine, spruce and other merchantable trees is exceedingly rapid where timber is protected from fire,

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And whereas, much of this territory is interspersed with rivers and creeks which with proper use would form a natural protection against fire,

And whereas, in the absence of protection against forest fires in the past, an enormous area has been completely denuded of exceedingly valuable timber naturally growing thereon,

And whereas, the expense of providing fire rangers who could adequately protect the said areas from fire, would be comparatively small and would be absolutely trifling in comparison to the timber that would be secured by such protection,

And whereas, the climatic benefits to be obtained by reason of forests is of great value,

Therefore, in the opinion of this convention, it is highly essential that some concerted action should be taken for the reforestation of tracts of land suitable or expedient to be used, and it is therefore recommended :

1. That roadways should be cut out at regular and convenient distances throughout such timber area ;

2. That during the spring and fall, at least, an active and adequate corps of fire rangers should be provided, whose duty it should be to patrol incessantly the timber areas to prevent forest fires ;

3. That in addition to the natural reforestation of such areas, active steps should be taken to promote the extension of timber therein.

Mr. Harrison in moving the resolution said it was not necessary for him to take up the time of the convention as the preamble of the resolution covered the ground thoroughly. Mr. Pearco, in seconding the resolution said reforestation was vital to our future prosperity. The United States today is spending millions of dollars on reforestation, and their only regret is that they did not commence half a century ago.

The last clause of the preamble was altered to read as follows :—

And whereas, the climatic benefits of those matters incident to the consideration of the water extending to the services of the water supply and to the prevention of destruction by floods to be obtained by reason of forests is of very great value.

The resolution was adopted in this form and the secretary was instructed to present it to the Minister of the Interior and to the

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provincial governments. This was done, and promises received that the matter should be given careful consideration.

RESOLUTION No. 36. SUB-PORTS OF ENTRY.

Moved by J. L. CRAWFORD (Red Deer), seconded by M. A. MUNRO (Red Deer).

Resolved, that this convention petition the Federal Government to establish Sub-ports of Entry throughout the Provinces of Saskatchewan and Alberta, in order to facilitate with dispatch the handling of customs business.

In moving this resolution, Mr. Crawford asked to substitute for the word "sub-ports" the following, "other ports and out-ports." The object of this resolution was to increase facilities for the more expeditious handling of business. In Alberta there are only the following ports: Calgary, Edmonton and Lethbridge, with very few out-ports. In Saskatchewan the only ports are North Portal and Regina, with Moose Jaw, Saskatoon and Prince Albert as out-ports. Neither of the provinces were properly served in this respect. In Ontario sub-ports are found from ten to fifteen miles from the port, with agents who are engaged in other business, but have time and offices in which to conduct the customs business.

This resolution was adopted and submitted to the Hon. the Minister of Customs at Ottawa, who in replying assured the secretary as follows:—"While it is not possible to meet all the requests for the establishment of new customs offices throughout the country, we endeavor to comply with them in all cases where the amount of business transacted and the revenue collected warrants us in so doing.

RESOLUTION No. 37.

SPECIAL GRADE FOR ALBERTA OATS.

Moved by T. S. SKINNER (Calgary), seconded by K. W. MCKENZIE (Edmonton).

Whereas, there are special features which are characteristic of Alberta grown oats as against oats grown in other portions of the Dominion of Canada,

And whereas, the present grading of oats is not satisfactory to Alberta producers,

Therefore, be it resolved, that the Dominion Government be asked to provide a distinctive grade for Alberta oats.

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Mr. Skinner said that as far as he knew, there were other parts of this country that could grow as good oats as the province of Alberta, but he wished, if possible, to obtain a special grade for Alberta oats. The dealers in Alberta have no difficulty in obtaining a premium. The time had come when the products of the country should be known by the name of the province from which they are produced. Mr. Clinskell (Saskatoon) said he was prepared to vote for the resolution when informed of sufficient reason for a special grade being given Alberta oats. So far no sufficient reason had been given. Mr. Hunter (Regina) could not see that any special reason had been advanced for a special grade. It might be that in some years Alberta produced better oats than Saskatchewan, but Saskatchewan grew pretty good oats too. Mr. Fisher (Edmonton) contended that many of the Alberta oats were over-grade; and they brought the producers no benefit; that a great many are sold to one firm which virtually has control of the British Columbia market for oats. They buy Alberta oats which weigh forty-four or forty-five pounds, take out the best grain for the oatmeal mills and put the balance on the market as elevator cleaned oats.

Mr. Leslie (Saskatoon) said he had often seen oats grown in Saskatchewan that would go over the grade, a good many weighing forty-four pounds. He would not confine to Alberta a higher grade for extra good oats. Mr. Rorison (Moose Jaw) said there was nothing exceptional in the quality of Alberta oats, that there were too many grades already, that he had handled a good many oats and had had better ones from Saskatchewan than he ever saw in Alberta.

The resolution was lost.

RESOLUTION No. 38. TOWN SITES.

Moved by K. W. MCKENZIE (Edmonton); seconded by MAYOR COUSINS (Medicine Hat).

Whereas at the present time large areas of land are being subdivided into town sites, and a large number of new town sites formed,

And whereas, the benefit that is received by the private individual is such as to justify a reasonable protection to the public in respect thereof,

And whereas, it is, in the opinion of this convention, reasonable and fair that such should be done;

Therefore, it is recommended as follows:—

1. That no division for the purposes of a town site should be permitted unless the location of such town site is in respect of the area of the land, most suitable therefor in the particular locality.

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2. That the sub-division should be such as to most readily lend itself to the proper and sanitary draining of the townsite area.
3. That streets and lanes of ample width should be provided.
4. That parks and squares for schools and public buildings should be dedicated for the public use.
5. That such portion of the area involved as most readily lends itself thereto should be reserved and set apart for parks and in particular that water frontage or ravines should be preserved therefor.

Mr. McKenzie said the object of this resolution was to remove a difficulty that had existed in many towns and villages that have grown up in the West. Towns are growing rapidly and care should be exercised as to the form they shall take, as well as their location. Sometimes, because of personal interests, a town site is established in an undesirable place. Often they are established where sanitary conditions are impossible. At present any individual or corporation getting hold of a town site finds no restriction as to how it shall be laid out. The plan of every town site should be approved by the government before registration. In the matter of additions a person sub-dividing land adjoining the city or town should be compelled to make his streets and lanes harmonize with those in the established portion. Provision should also be made for parks and school sites when a town site is surveyed. It would save the great expense of securing them at a later date.

Mr. Harlow (Medicine Hat) agreed that this was a very important resolution but we were on dangerous grounds in that we were passing resolutions that might interfere with the development of the country. Railway companies are making money out of town sites. They are bringing in people to live on the sites and supplying the country with goods. If they have to submit their plans to the Government it will interfere with their railway plans. This resolution will also hinder private enterprise. Mr. Oswald (Quill Lake) thought there were some good things in the resolution but that very little benefit was to be derived from it. Sites for schools and public buildings can generally be secured free of cost from the owners of the town site. Mr. McKellar said that if the Government decided upon the location of a town there would always be trouble. Mr. Pearce (Calgary) thought that the Government should decide as to the width of the streets and how they were to be laid out.

This resolution was adopted and submitted to the Provincial Governments of Saskatchewan and Alberta. At the time of going to press

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no official communication had been received as to what steps these Governments have taken in respect of the prayer of the petition.

RESOLUTION No. 39.

ASSOCIATED BOARDS OF TRADE—ADVISABILITY OF
SEPARATE FOR THE TWO PROVINCES.

Moved by W. PEARCE (Calgary), seconded by JAMES WEIR (Strathcona).

Whereas, there are many conditions peculiar only to one of the Provinces of Alberta or Saskatchewan which it is difficult to deal with at a joint Boards of Trade Convention,

And whereas, in holding a joint conference the distance which must necessarily be travelled by the various representatives of the two provinces is necessarily so great that adequate representation is very seriously interfered with,

Therefore, be it resolved, that in the opinion of this convention it is advisable that an Annual Associated Boards of Trade Convention be held separately in the two provinces.

Very little discussion followed this resolution as it was quite evident that both mover and seconder were not in favor of it. It was felt by the delegates in convention that the time was not yet ripe for the separation of the Boards of Trade Association, therefore the resolution was voted down.

Invitations to hold a Fifth Annual Convention were received from the Boards of Trade at Medicine Hat, Moose Jaw and Red Deer.

It was moved by E. M. Saunders (Medicine Hat), seconded by J. E. Bradshaw (Prince Albert), that a ballot be taken. This ballot resulted in almost unanimous choice of Medicine Hat.

The following resolution was moved by K. W. MCKENZIE (Medicine Hat) and seconded by MAYOR COOK (Prince Albert):

That this convention place on record our high appreciation of the services rendered by Mr. R. J. Hutchings, our retiring President, in connection with the work of this association, and of the courteous, impartial manner in which he has performed the duties of that office.

This was carried unanimously, and suitably responded to by Mr. Hutchings.

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H. W. LAIRD (Regina) moved and W. PEARCE (Calgary) seconded:

That the thanks of this convention be tendered the citizens of Prince Albert for the hospitality extended the convention.

This resolution was carried and responded to by Mayor Cook on behalf of the city, and by President Bradshaw on behalf of the Board of Trade.

Moved by MAYOR MILLS (Strathcona), seconded by JAMES WEIR (Strathcona).

That the thanks of this Board be extended to the retiring Secretary, Mr. Fisher, for his untiring and zealous work in this behalf.

This was carried and suitably acknowledged by Mr. Fisher.